

THE ILLUSTRATED LONDON NEWS

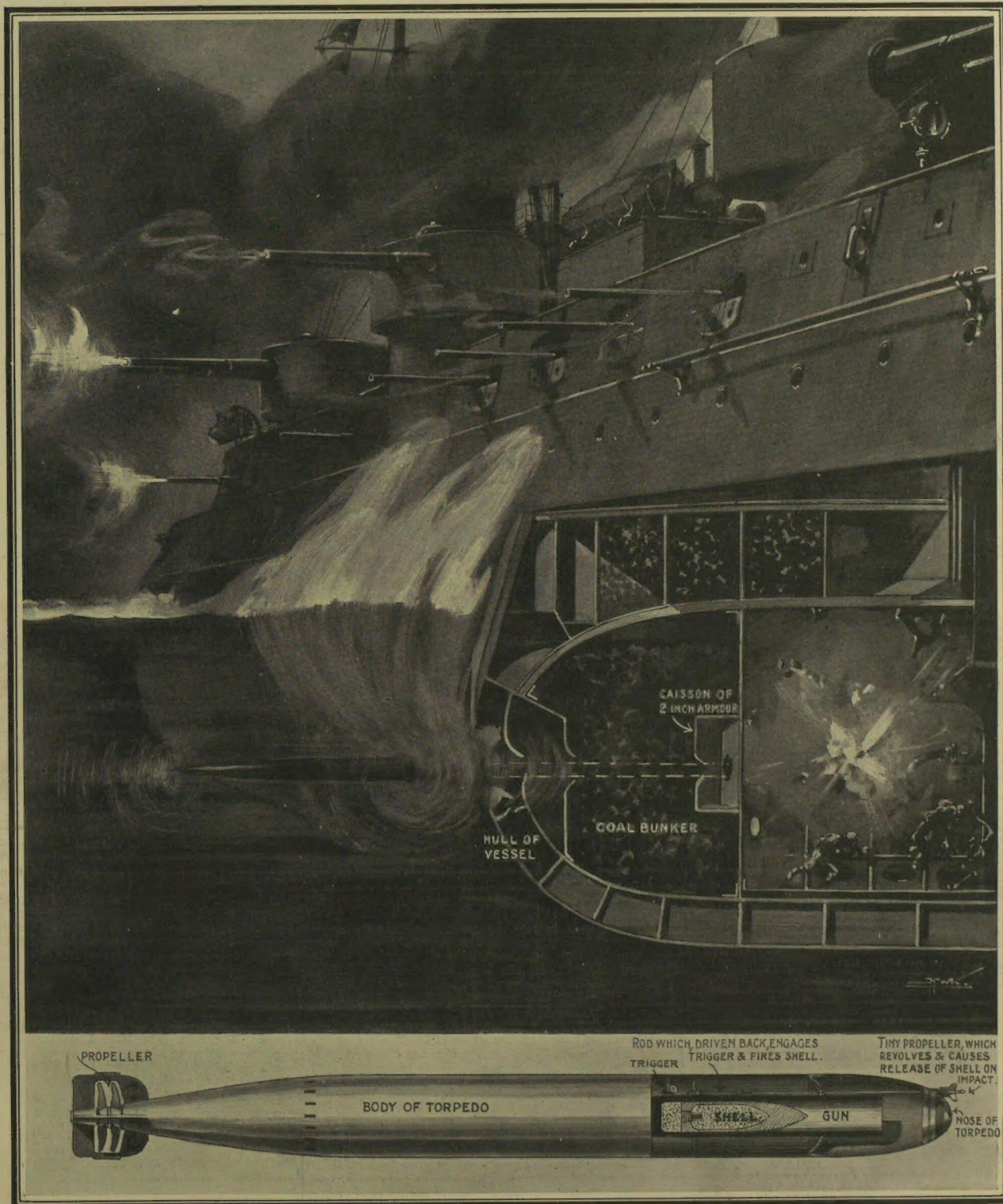
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No. 3826.—VOL. CXL.

SATURDAY, AUGUST 17, 1912.

With Supplement in Colours: "Jewels of the Air"; and New Roses. SIXPENCE.

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AN EIGHT-INCH GUN WHICH TRAVELS UNDER WATER AND FIRES A SHELL THROUGH A WAR-SHIP'S HULL:
THE DAVIS PROJECTILE-CARRYING TORPEDO AT WORK.

It has been found that the usual torpedo with head carrying a charge of gun-cotton has insufficient penetrative power to sink the modern armour-clad war-ship unless it chances to strike it under exceptionally favourable circumstances. A large percentage of its destructive power is expended on the outer skin of the vessel and is practically wasted. As a result Commander Davis, U.S.N., has invented a torpedo to carry that power undiminished into the interior of the vessel. This has within it an 8-in. gun capable of expelling a shell with a muzzle-velocity of something like 1000 ft. a second. "The projectile fired from this new torpedo," we quote the "Scientific American," "carries a bursting charge of a high explosive of between 35 and 40 pounds. This charge is detonated by a delayed-action fuse. . . . When the weapon has been launched

upon its sinister errand the little propeller at the upper side of the torpedo's nose revolves and releases the tripping rod, so that the torpedo can be discharged upon contact with its target. When the rod hits the obstruction it is driven backward and engages the trigger, which first compresses a spring attached to the firing-pin and then releases it so that the pin can strike the gun primer, thus setting off the propelling charge of powder which drives the shell out of the gun. As soon as the projectile hits the outside plating of a ship's bottom the fuse in the base of the shell begins to function, being set to explode the charge in the shell so many hundredths of a second after impact." In other words, the torpedo carries an explosive shell, which is fired into the vessel as soon as the torpedo nose touches that vessel.

DRAWN BY H. W. KORKNOR FROM AN ILLUSTRATION IN THE "SCIENTIFIC AMERICAN."

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THE KRUPP CENTENARY.

(See Illustrations.)

THE celebration of the century of the great Krupp Works at Essen has attracted attention in no country more deservedly than in our own, where the qualities which have endured in the Krupp race have had many a counterpart. No statistics can give such an impression of power and organisation as was received by the present writer during a four-days' visit and inspection which he was privileged to make at Essen as the guest of the great steel firm.

What one finds at Essen is a revelation. Great minds have evidently been at work, and everywhere is visible the evidence of extraordinary capacity for grasping and dealing with material problems, and even more for directing and controlling the craft and skill of men. The man at Essen is not a workman only. He is a responsible individual, and a necessary unit in the complex machine. He not only moves in a great industrial cycle, but he and his family live under the influence of an ordered social organisation. Socialism may exist, but does not lift its head, for the better class of workmen are banded together in a society or union inspired by patriotism, and exercise great influence over their fellows.

When Jodocus Krupp, the grocer of Essen, married Amalie Ascherfeld, he laid the foundation of the success of his descendants. She was a woman of remarkable energy, ability, and business enterprise, and when her son, Peter Friedrich Wilhelm, died, she took in hand the education and training of her grandson, Friedrich, who afterwards established the great steel works just a century ago. She intended Friedrich Krupp for commerce, and he became, in fact, an importer of colonial goods until Napoleon's Continental blockade put an end to the enterprise. During the whole time Krupp's mind had been working in the direction of cast-steel production. With a confidence that partook of the nature of vision, he retained throughout his life unalterable faith in the great future of the metal, though at the time his own knowledge was limited. With means altogether inadequate, he therefore financed two brothers named Kechel von Kechlau, and another inventor, called Nicolai; but their experiments led only to failure. The factory was at work in 1812, but its doors would have had to be closed if Krupp's wife had not persuaded her father to come to the rescue. Difficulties and discouragements, however, crowded upon him. His capital was inadequate, his plant proved defective, he could not compete with British steel (which it was his ambition to do), his health broke down, and he became soured and old before his time. He quarrelled with friends and employees, but a few old workmen would not abandon the courageous enterprise and the indomitable but broken "veteran" of thirty-nine. In the midst of the vast steel works at Essen stands the quaint old "Stammhaus" to which Friedrich Krupp retired in the hope of recovering his health in the "fresh country air."

He died in October 1826, still showing unquenchable faith in his ideas; and his son Alfred, the greatest of the Krupps, then a youth of fourteen, succeeded him. The task that confronted Alfred Krupp summoned to his aid all his young courage and resource. The works had neither customers nor credit, but he became the soul of energy, and, under his inspiration and genius for organisation, an era of great prosperity, not unchequered, began. A large capacity for work, inventive powers of a rare order, and a personality that commanded the confidence of men, enabled Krupp to cleave his way through many difficulties to prosperity, and when the Zollverein of 1834 removed the barriers, the development was prodigious. Steel rails, railway axles and tyres (the latter of the famous weldless steel), and engine-shafts and cranks were produced in large quantities. Then came the manufacture of guns on the built-up principle, with the well-known Krupp sliding breech. The Franco-German War gave a new impetus, and in 1871 Alfred Krupp addressed his men in these memorable words: "The cast-steel works, grown from a small grain in which originally no one had any confidence, have now the vigour of an oak fifty years old, and as an oak they have the power to develop more and more vigorously for many ages to come. The soil in which they are planted is good; see that you protect the root!" He could look back to the critical period of 1848, when, like Benvenuto Cellini, he had had to melt his silver plate, not to fill his mould, but to pay his men.

When he died, in July 1877, he left behind him, as the monument of his genius and industry, magnificent steel works which had the capacity of developing into the greatest in the world. His son, Friedrich Alfred Krupp, possessed qualities perhaps as great as those of his father, but he suffered almost from boyhood from rheumatism, asthma, and insomnia. He developed a stoop, and was discharged from the Army as unfit for military service. But, during a period of fifteen years, he gave a new impetus to the works. By 1903, the men had increased from 20,000 to 43,000, and the establishment became the real arsenal of the German Empire. With the Germania shipyard at Kiel, which the Krupps have developed into a great centre of work, they have contributed chiefly to the creation of the new German Fleet. Friedrich Alfred Krupp did not possess the technical knowledge of his father, but he was a man of great scientific attainments, and a master in the duties of management—both qualities which were of the utmost advantage to the works, and raised them to a still higher position in the world of metallurgy. The Krupp process for armour has been adopted universally.

Friedrich Alfred Krupp died in 1902, and in the next year the firm was converted into a company with a capital of £8,000,000. Krupp left two daughters, Bertha and Barbara, but, in pursuance of the Krupp idea, which admits no dual supreme control, practically the whole capital and establishment passed to Fräulein Bertha, who married, in 1906, Dr. von Bohnen und Halbach, who was at the time secretary to the German Embassy at the Vatican, and now holds high rank in the diplomatic service. This gentleman is now known by the name of Krupp von Bohnen und Halbach, and has completely identified himself with the Krupp enterprises. He is chairman—said to be *primus inter pares*—of the Board which directs all the Krupp establishments.—JOHN LEYLAND.

OUR SUPPLEMENT.

AN excellent example of colour printing in its best form is presented to the readers of *The Illustrated London News* in this week's issue in the brilliantly hued vision of the jewels of the air, humming-birds, as the other denizens of the Amazonian forests of South America see them, day after day, glancing and glittering and flashing as they flit about resplendent in the blazing tropical sunlight. Accompanying these is a page of dainty and delicately tinted English roses. So like Nature, indeed, in their realistic colour-photography representation are they that one might almost scent the roses as the eye falls on them. In addition, another of our series of striking bathing beach double-page pictures is included in the same Supplement—this time a seaside life-scene at the favourite hour for the family dip at one of the popular coast resorts among our neighbours across the Channel.

THE PLAYHOUSES.

"READY MONEY," AT THE NEW.

THE chances might have seemed on the whole against a success in London for "Ready Money," though the superstitious might see gold in its title. In the first place, its plot and talk are concerned largely with financial affairs—to be exact, mining affairs. In the second, its setting is strictly American. In the third, its scenes are scenes between men, and any sentimental interest is altogether subordinate. Lastly, it is one more thief-drama, a type of piece of which Londoners might be supposed to have had more than enough. Yet there is no contesting that Mr. Allan Aynesworth's first venture in management met with unqualified success; this play of Mr. James Montgomery's sometimes got a laugh in the wrong place, it had its moments of naïveté in exposition, but as soon as the story once got under way, it absorbed and delighted its audience. When they were not watching breathlessly its hero's escape from the tight places in which his association with a master-criminal had brought him, the playgoers at the New were chuckling over the author's quaint humour and wit. "Ready Money," it will be gathered, does not belong to a very exalted class of work; artistically it is to be classed with "Raffles," though far more ingenious in scheme than that. Mr. Montgomery, however, has been shrewd enough to provide far more comedy than melodrama, and his rogue is not allowed to play the hero's rôle and appeal for sympathy, though he manages to defeat his enemies of the "U.S. Secret Service." An honest man who succumbs to a severe temptation and uses counterfeit notes as a catspaw to attract investors into buying shares in a really good mine takes the centre of his stage, and not the forger whose embarrassing gift puts Stephen Baird at last on the road to fortune. There is an idea in the play—and a well-worked idea—that only money will draw money; as soon as Stephen's friends think him well stocked with cash and independent of each other, they run over each other in their anxiety to invest in his mine. There are also tense scenes of drama, and, as has already been suggested, the dialogue is full of droll turns and amusing irony. Two performances helped the play materially to its London triumph. Mr. Aynesworth himself struck out quite a new line in his portrait of Jackson Ives, the artist-forger, whom he invested with splendid imperturbability and resourcefulness; Mr. Kenneth Douglas, with his cool, undemonstrative manner, furnished us, as the penniless mine-owner, with an equally happy study in character-comedy. But with all deference to them, the play's the thing. Our newest manager should find, no less than his hero, that "Ready Money" brings money.

TWO NEW NOVELS.

"The Voice of Bethia." Mr. Thomas Cobb's new book, "The Voice of Bethia" (Mills and Boon), is pleasant and innocuous; and we do not know that there is much else to be said about it. It is not quite easy to discover why it fails to make any definite impression: the fault lies possibly in the humdrum consistency of the characters. We perceive that Ashley Hillier was rather a poor thing; but Jeffery Marrable looks as if he could have been developed into an interesting character if Mr. Cobb had expended some energy upon him. "The Voice of Bethia" is, as it works out, a chronicle of small beer; and yet it is pretty clear that this was not the author's intention when he placed in its foreground the tragic figure of a man smitten blind in the heyday of his strength. We wonder (this is by the way) what will be thought of an incident that is evidently intended to reflect credit on Mr. Marrable—his presentation to St. Mary's, a handsome preferment, of a man whom he had never seen and of whom he knew nothing at first hand, because he happened to be the father of a charming daughter! We hope "The Voice of Bethia" will not fall into the hands of the critics of our Established Church. But perhaps it is hardly fair to take this mild and well-meaning novel too seriously.

"The Cabin." We do not know the joys of the forest in this island; and how can we? Our "wild" is spotted with the landmarks of a thousand generations: we have no primeval glades and no virgin wilderness untouched by the hand of man. It is only left to us, sitting in arm-chairs by a sophisticated hearthstone, to read such books as Mr. Stewart Edward White's "The Cabin" (Nelson), and know how much we miss. His cabin stands in the great Californian woodlands, built and hewn from the surrounding trees; his meadow is made by Nature, his bathing-place is a pool in a mountain-stream; and his, above all, is the freedom of the forest. He has applied his literary powers to reconstructing the life of his delectable camping-ground for less fortunate mortals; and the result is a wholly fascinating book. It is illustrated with photographs that have caught the spirit of the text, and that will add to the tantalisation of the English reader, for whom these joyous things can never be. He will read "The Cabin" with the pangs of envy strong upon him, and then—he will read it again, and find a permanent place for it on his library shelf.

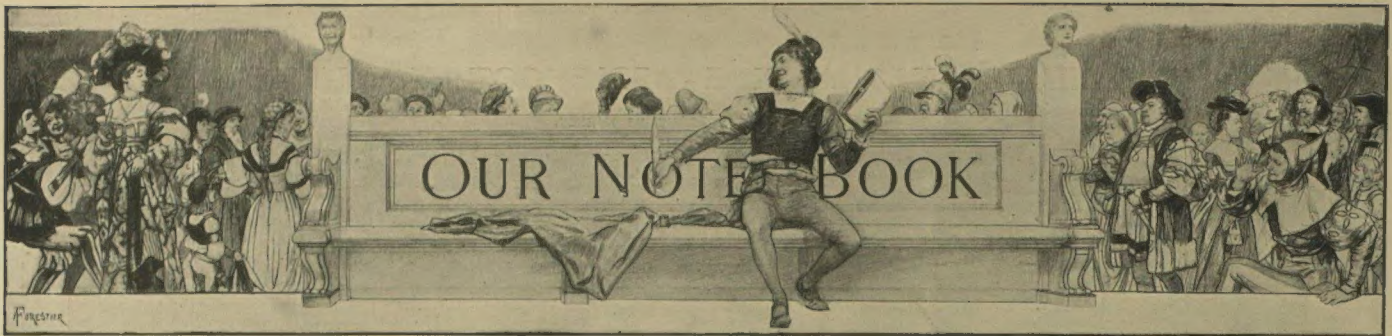
HOW MANY LEAVES HAS A PINE-APPLE GOT! A CURIOUS LOTTERY.

DRAWN BY FRÉDÉRIC DE HAENEN.



WHILING AWAY THE MINUTES AT SEA: COUNTING THE LEAVES OF A PINE-APPLE TO SETTLE A GUESSING COMPETITION ON A LINER.

When boredom comes upon a passenger at sea nothing remains but to indulge in deck-sports, to organise dances or concerts, or—to bet. Many an impromptu guessing competition forms a diverting addition to the customary wagering on the liner's daily progress: and none is more popular than that which has as its object the correct estimation of the number of leaves on a pine-apple—far more than most people imagine.



BY G. K. CHESTERTON.

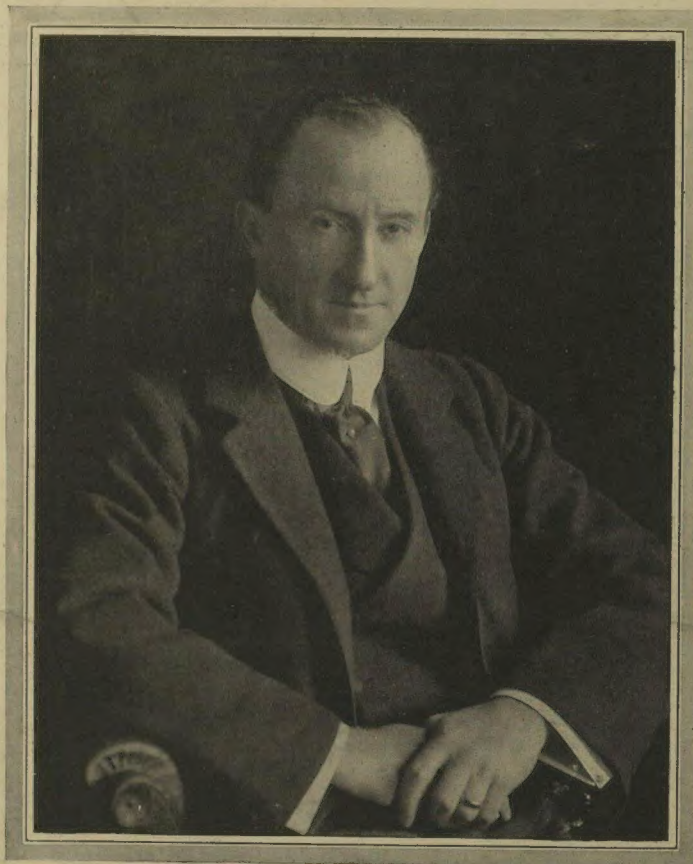
WHEN I referred to certain modern sociological ideals as "monkey tricks," the phrase was thought by some (as Matthew Arnold would say) to be lacking in sweetness. Yet I am not disposed to alter the term; it is indeed a term of abuse, but not of unmeaning abuse. The essence of a monkey trick is imitating things without really learning anything from them. Thus the monkey in Poe's story imitated a French barber, attempted to shave an old lady with a razor, and eventually cut her throat: not perceiving that the same aptitude for civilisation and the art of life which causes the French barber to use a razor withholds him from any attempt to use it on ladies, even in the way of kindness. Thus again an African savage chief will wear a top-hat with entire self-satisfaction; being unaware that a European is seldom satisfied with such a hat even when he wears it; being also unaware that the same stream of thought and conduct which causes the European to wear the hat commonly suggests to him that he should wear something else as well. Now I am a revolutionist, or should be if there were a proper revolution; but the minor innovations breaking out all over the place seem to me to suffer from this inability to go to the root and reason of anything. This modernity is mimicry; it does not see the deeper difficulties in the things it adopts or spreads; it does not grasp their disadvantages or even their real advantages. To take an instance, one sees perpetually in magazines and journals of an "up-to-date" turn, the announcement that Fräulein Guggenheimer or Signora Macaroni, or some such lady is the "First Lady Barrister" admitted to plead before the Courts of Nicaragua or Nova Scotia, or where you will. And many who feel a just and chivalrous admiration for the courage and tragedy of the sex seem to think they have only to add the Lady Barrister to the list of female triumphs and feel happy. But I like to begin thinking nearer the beginning. And before I count it a joyful thing for a lady to be a barrister, I want to feel quite firm and sure that it is a joyful thing for anybody to be a barrister. Many of the most honourable men that ever lived have been advocates; but the more honourable they were the more they have always felt the peril of their own trade and its easy degeneration into that of a hired bully and a sophistical butcher. Why a woman should want to have such a trade I cannot conceive; but that is purely personal, and I let it pass. The essential point is that those who rejoice at the robing of Signora Macaroni perceive a very small modern question, but miss a very large modern question. The real problem to-day is not the exclusion of women from the wrangles of lawyers, but rather the intrusion of lawyers into the quarrels of everybody else. That suspicion which Mr. Balfour, with characteristic sagacity, felt many years ago can now be heard on every side, especially the sides most remote from Mr. Balfour—the suspicion that Parliament has become far too much a cabal of professional advocates, who, even when well intentioned in a general way, must obviously be more used than other men to taking sides, plausibly and cynically. In the disputes of Labour and Capital, cries are heard on both sides to "keep the lawyers out." In face of this real problem of the professionalising of politics, it seems to me silly to keep a triumphant score of the mere professionalising of women; quite as silly as

the half-witted imitations by the monkey or the negro. The monkey barber who rejoiced in shaving a lady seems to me no stupider than the modern barber who rejoices merely in giving her a horsehair wig. The African chief wears the white man's top-hat without knowing that it is a great nuisance even to the white man; and so the lady wears the lawyer's wig without realising that the lawyers have already become a considerable menace to the law. In such a situation we obviously need to go deeper, and rouse the humanity and public spirit in both sexes and in all trades, whether they wear gowns or not. But we can only giggle with delight over turning women into advocates, when we ought to be trying to turn advocates into men.

governing what you claim the right to imprison. You take people who want to play tip-cat and make them keep order, for exactly the same reason that Mr. Squeers made them clean the windows." But that is not the aspect with which I am concerned here. What I am surprised at is people applying representative government to new things, without giving a thought to the staring problem of representative government as it stands in the case of the old things. Just as I cannot comprehend anybody's connecting a lady with the law without being even conscious of the present problem of the law, so I cannot comprehend anybody's giving parliaments to boys and forgetting to inquire into the present character of parliaments. For the plain truth just now is

that no boy could conceivably have a worse political education, no boy could possibly be more thoroughly unfitted to be a citizen, than by being taught to ape the tricks and catchwords of parliamentarians. The upper class does, in fact, encourage the parliamentary manner in the upper forms and debating clubs of the great aristocratic schools. It is in the Union where the boy learns to take either side about Cromwell and Charles I., that the man also learns to take either side about the Insurance Act or the Budget. A boys' parliament might really be very useful in turning out—oligarchs. But speaking as a Radical, one not briefed for the old schools and not out of sympathy with any revolt against that order, I should most emphatically say I would rather a boy learnt in the roughest school the courage to hit a politician, or gained in the hardest school the learning to refute him—rather than that he should gain in the most enlightened school the cunning to copy him.

Really we need to take the whole business of representation much more realistically and in relation to human nature. The modern representative not only does not represent his constituents—he does not represent even himself. A barrister is to me a dark and questionable figure; a lady barrister has no figure at all, like the two Countesses of Mr. Mantalini. There is no possibility of the power in womanhood being expressed along such lines. You cannot put the female force into law-courts and parliaments; you can only parade the female weakness. A woman cannot be strong-minded in print or on paper or on documents or tickets, or by any of these indirect and algebraic formulae. The most forcible female I have met lately was a servant-girl who consented to write her name, address, position in service, etc., but stopped suddenly when the document asked if she were male or female. She said that if they didn't know that a housemaid named Susan was female, she would not bother to tell them. That is what I call Woman in Politics. Her appearances there are rare, but I wish they were commoner. In such cases her personality pierces through. But it will never pierce through if she wears the heavy disguise of a "representative" or the yet heavier disguise of a paid advocate. She is strong when she expresses herself; not when she offers to express somebody else, like the politician; not when she offers to express anybody else, like the barrister. You cannot get her power into parliaments, any more than you can get the schoolboys. We ought rather to be thankful that the two nicest things—the girl and the boy—will never be represented in Parliament.



IN THE ROOM OF "THE MASTER": MR. PERCY ILLINGWORTH, M.P.
THE NEW LIBERAL CHIEF WHIP.

Mr. Percy Illingworth, the new Liberal Whip who steps into the shoes of "the Master," as his political friends always call his predecessor, now Baron Murray of Elibank, was born at Bradford in 1869, and is a year and a-half the older man of the two. He was at Cambridge—where, as at school, he made his mark at football; served with the Yorkshire Yeomanry in South Africa; has shot big game also in the Dark Continent; and is by profession a barrister. Since March 1910 he has been a Junior Lord of the Treasury, and his new appointment as Parliamentary Secretary and Chief Liberal Whip will not necessitate an election in his constituency, for which, at the bye-election resulting from his appointment as Junior Lord, he was returned unopposed. Personally, Mr. Illingworth is very popular on both sides of the House.

There are other cases of this craze for copying things without understanding them, and carrying them further without ever having grasped them at all. There is the experiment of conducting colleges and schools by representative government, like little republics. I do not know how it works. I know how it would have worked when I was a boy: my schoolfellows and I in parliament assembled would have immediately voted ourselves a holiday till further notice. And if we were told that this was *ultra vires* under the Boys' Constitution, I think some of us would have had the logic to answer, "You bring us here by authority; you keep us here by force; and then you want to get rid of the trouble of

tell them. That is what I call Woman in Politics. Her appearances there are rare, but I wish they were commoner. In such cases her personality pierces through. But it will never pierce through if she wears the heavy disguise of a "representative" or the yet heavier disguise of a paid advocate. She is strong when she expresses herself; not when she offers to express somebody else, like the politician; not when she offers to express anybody else, like the barrister. You cannot get her power into parliaments, any more than you can get the schoolboys. We ought rather to be thankful that the two nicest things—the girl and the boy—will never be represented in Parliament.

LIVING BUDDHAS: IMITATING HIM WHO SAT UNDER THE BO-TREE.

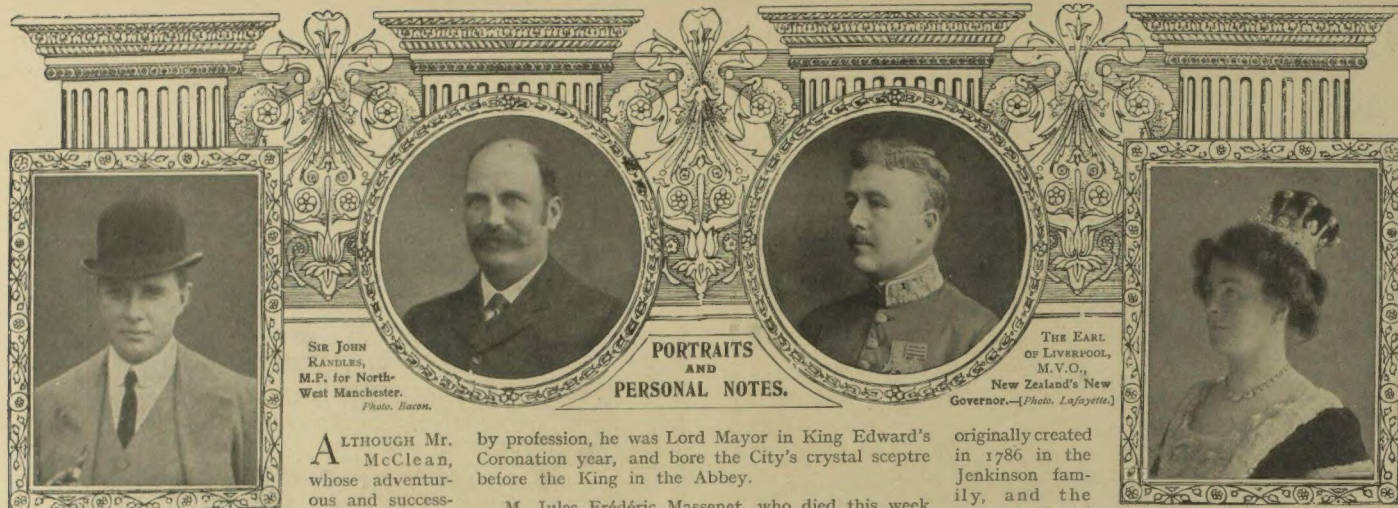


1. "BUDDHAS" CLEARING THE WAY FOR "BUDDHAS": THE BEGINNING OF A STRANGE CEREMONY AT THE TAIMA TEMPLE, IN THE YAMATO PROVINCE OF JAPAN.

Our Correspondent writes: "These photographs show a festival at the Taima Temple in the Yamato Province of Japan. There is a tradition that Buddha appeared, in procession, to Princess Chujo-hime, while she was sitting in the Hall of the Temple in religious meditation. The annual ceremony commemorates this visitation. The Buddhas are represented by pious Buddhists." "Buddha," it seems almost unnecessary to point out nowadays, means "The Enlightened," and is the title of Gautama, the founder of Buddhism. It is believed that Buddha died between 482 and 472 B.C., and it is generally agreed that he lived to the age of eighty. He was born at the foot of the Nepalese Himalayas, in the country and of the tribe of the Sakhyas, the son of a wealthy landowner. Passing his youth in opulence and ease,

2. EACH HALOED: LIVING "BUDDHAS" PASSING IN PROCESSION AND REPRODUCING AN OLD-TIME VISITATION OF PRINCESS CHUJO-HIME.

he left parents, wife, and son when he was nine-and-twenty and became a recluse. Seven years passed and then he deemed himself possessed of perfect truth and took the title Buddha, which replaced his former name, Siddhartha. While he was under the Bo-tree, says the story, knowledge came to him. Then he began to preach, and for forty-four years he taught in the region of Benares and Behar. His "four noble truths" were: existence is suffering, the cause of pain is desire, cessation of pain is possible through the suppression of desire, and the road to this is the knowledge and observation of the "good law" of Buddha. The end, he preached, is Nirvana, the cessation of existence. The system has since been modified in various countries.



MR. F. K. McCLEAN,
The Airman who Waterplaned over the Thames.

London bridges to Westminster on Aug. 10 took the imagination of London by storm, has not been much before the public eye hitherto, he has for two years past been known as a capable and promising airman. He it was who, two months ago, flew over the submerged wreck of the sunken P. and O. liner *Oceana* in Pevensey Bay with a photographer, who took snapshots of the vessel under water.



PROVOST BROWN,
The Labour Candidate Recommended by Lord Murray of Elibank.

Provost Brown, J.P., of Dalkeith, the prospective Labour candidate for Midlothian, has had attention focussed on him through the letter Lord Murray of Elibank wrote to the Midlothian Liberal Executive, He is President of the Scottish Miners' Federation.



LORD SAYE AND SELE,
The New Comptroller of the Household.

Lord Saye and Sele takes the place of Lord Liverpool as Comptroller of the Household. He entered the Army in 1879, and served in the Zulu War. He is in his fifty-fifth year.

Mr. Sidney Arthur Taylor Rowlatt, of the Inner Temple, is the newly appointed Judge of the High Court. He has been Junior Counsel to the Treasury since 1905, and for a time held office as Recorder of Windsor.



THE LATE SIR JOSEPH DIMSDALE, P.C.,
A Famous ex-Lord Mayor.

SIR JOHN RANGLES,
M.P. for North-West Manchester.
Photo. Bacon.

ALTHOUGH Mr. McClean, whose adventurous and successful hydro-aeroplane flight up the Thames and through the London

Sir John Scurrah Randles, who won North-West Manchester for the Unionists with a majority of 1202, was born in 1857. He is Chairman of the Workington Iron and Steel Company and Dock and Harbour Board. He was M.P. for Cocker-mouth from 1900 to January 1906, and from after Sir Wilfrid Lawson's death to December 1910. He was knighted in 1905.

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MR. S. A. T. ROWLATT,
The New High Court Judge.

PORTRAITS AND PERSONAL NOTES.

by profession, he was Lord Mayor in King Edward's Coronation year, and bore the City's crystal sceptre before the King in the Abbey.

M. Jules Frédéric Massenet, who died this week in his seventieth year, was one of the greatest of French composers, noted for the exquisite refinement of his scores. Massenet's operas have long been immensely popular, not in France only, but all over the Continent.

Prince Hirohito Michinomiya—or "Prince Michi," as he is generally called—the Heir-Apparent to the throne of Japan, is the eldest of the three sons of the



TO BECOME AN ENGLISH SCHOOLBOY: PRINCE MICHI,
THE JAPANESE EMPEROR'S HEIR-APPARENT.

new Emperor, and was born on April 29, 1901. He is to be sent to England, where he will spend four years at school and college. He will afterwards go to Paris and complete his education on the Continent.

Lord Justice Fletcher Moulton, who has just been raised to the dignity of a Lord of Appeal, has for some years been a Lord Justice of the Supreme Court. In politics a Liberal, he sat in Parliament for thirteen years.

The Earl of Liverpool—the Right Hon. Arthur Foljambe—who succeeds Lord Islington as Governor of New Zealand, is the fifth holder of the Earldom,

originally created in 1786 in the Jenkinson family, and the second holder of the title as revived in 1905, in the present family. Born in 1870, he served in the Rifle Brigade in South Africa, and has since been Chamberlain to the Viceroy in Ireland.

Lady Liverpool, who will accompany the Earl on his going out to take up the Governorship of New Zealand, was before her marriage, in 1897, the Hon. Annette Louise Monck, the only daughter of the fifth Viscount Monck.

Lord Murray of Elibank, or as he is best known, The Master of Elibank, the late Ministerial Chief Whip and political manager of the Liberal party in the Commons, entered Parliament in 1906 for Peebles and Selkirk, becoming also Comptroller of the King's Household. In 1910 he took his seat for Midlothian and became Patronage Secretary to the Treasury. He was born in 1870, and his retirement from Parliament is in order to join commercial life.

General Tancrede Auguste has been nominated as the new President of Haiti in succession to the late General Cincinnatus Leconte, who perished in the explosion at the National Palace, Port-au-Prince, now proved to have been caused accidentally.

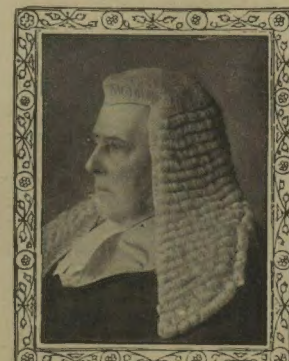
One of the most courtly and capable Judges who ever adorned the English judicature was Sir Alfred Wills, who has just died at the great age of eighty-three. He retired in 1905 from the Bench after twenty-one years as a Judge of the High Court. Also, he was one of the finest English mountaineers who ever climbed in the Alps, one of the founders of the Alpine Club, and its third President. His "Wanderings among the High Alps," and "The Eagle's Nest," have a place of their own in classic English literature.



BARON MURRAY OF ELIBANK, P.C.,
Former Chief Whip and New Peer.



GENERAL TANCREDE AUGUSTE,
Haiti's New President.



THE LATE SIR ALFRED WILLS,
A Famous Judge and Great Mountaineer.



THE LATE JULES MASSENET,
The Great French Composer.



SIR J. FLETCHER MOULTON, P.C.,
New Lord of Appeal.

THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.



Photo. Harlingue.

KILLED IN THE FIRE WHICH DESTROYED HIS WOODEN PALACE; GENERAL CINCINNATUS LECONTE, PRESIDENT OF HAITI.



Photo. Harlingue.

DESTROYED BY FIRE AND A SERIES OF EXPLOSIONS OF AMMUNITION IN THE CELLARS; THE PRESIDENT OF HAITI'S PALACE.

On August 8 the President of Haiti's wooden palace at Port-au-Prince was destroyed by fire and a series of explosions, caused by the ignition of large quantities of ammunition stored in the cellars. The President, General Cincinnatus Leconte, and a number of soldiers and others perished, while scores were injured. The new President is General Tancrede Auguste.

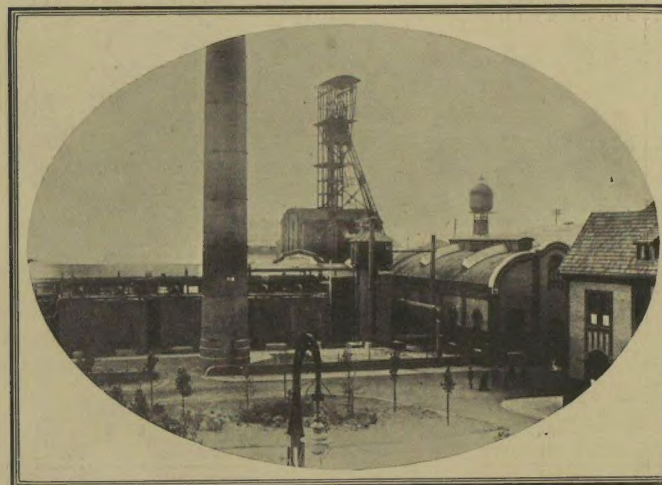


Photo. Topical.

VISITED BY THE GERMAN EMPEROR AFTER A DISASTER; THE LOTHRINGEN PIT, AT GERTHE, NEAR BOCHUM, IN WESTPHALIA, SCENE OF A TERRIBLE EXPLOSION.

The German Emperor, visiting Essen for the Krupp Centenary, spoke feelingly of the disaster at Gerthe, saying: "I too would like to add my tribute of mourning to the coal army corps which is engaged in a struggle with the forces of earth. Surrounded by dangers, that gallant band have again been swept away by choke-damp. They have fallen on the field of honour, and they will live for ever in the hearts of the province from which they sprang." Later, his Majesty visited the pit-head and gave £750 towards the relief fund. Six hundred and fifty miners were at work at the time of the explosion, and over a hundred lives were lost.



Photo. Illust. Bureau.

ASSISTING AT THE CENTENARY OF A "PIECE OF PRUSSIAN AND GERMAN HISTORY"; THE GERMAN EMPEROR AT ESSEN FOR THE GREAT KRUPP CELEBRATIONS.



Photo. News Illustrations.

THE BURIAL OF THE BOY SCOUTS WHO WERE DROWNED OFF LEYSDOWN; THE HEARSES PASSING THROUGH THRONGS OF MOURNERS.

The funeral of eight of the Boy Scouts who were drowned off Leysdown, and whose bodies were brought to London by the destroyer "Fervent," was the occasion of a remarkable tribute. The burials took place in Nunhead Cemetery, and the route from Walworth was thronged with mourners. The body of the ninth lad is reported to have been recovered near Margate.



Photo. Courty.

ACROSS THE ATLANTIC IN A 35-FT. LONG MOTOR-BOAT; THE "DETROIT" (CAPTAIN T. F. DAY) AT RUSHBROOKE DOCKS, QUEENSTOWN.

The "Detroit," which is 35 feet long and has a draught of 5 feet 6 inches, with beam of 9 feet, left New York on July 14 and reached Queenstown on August 9. Captain Thomas Fleming Day was in command of a crew of three, a first officer and two engineers. From Queenstown she is to go to St. Petersburg; meantime, she is being overhauled.

THE NEW AIRMANSHP: FLYING-BOATS AND WATERPLANES.

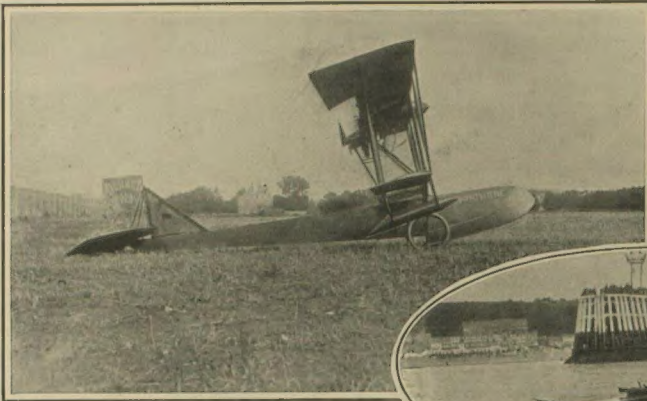


Photo. Branger.

WITH BODY LIKE THAT OF A FLYING-FISH; THE DONNET-LÉVÉQUE WATERPLANE ON WHICH M. BEAUMONT ATTEMPTED TO FLY FROM THE SEINE AT BEZONS TO THE THAMES AT BLACKFRIARS.

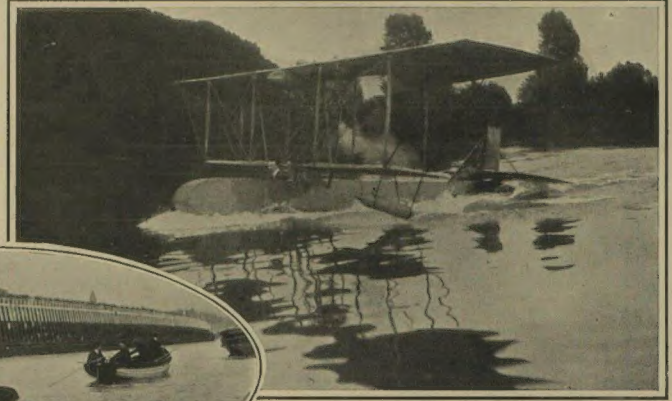


Photo. Branger.

THE BEGINNING OF THE ALL-OVER-WATER FLIGHT FOR LONDON: M. BEAUMONT STARTING FOR ENGLAND ON HIS WATERPLANE TO FOLLOW THE COURSE OF THE SEINE.

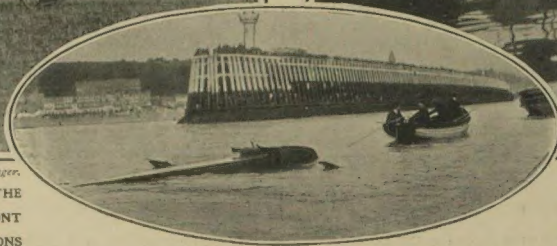


Photo. Underwood and Underwood.

AFTER THE BOTTOM OF THE "FLYING-BOAT" HAD BEEN SMASHED BY THE WATER: M. BEAUMONT BEING ROWED ASHORE AT BOULOGNE.

M. Beaumont endeavoured to fly from Bezons, a suburb on the Seine six miles from Paris, to the Thames at Blackfriars, remaining over water the whole while. Aboard his waterplane—or flying-boat, for the affair has much more boat about it than has the ordinary hydro-aeroplane—he reached Quillebeuf, where he alighted for petrol. Then came Havre, and slight damage to the machine; then Boulogne-sur-Mer, and again slight damage. That was on the Friday. On the following morning M. Beaumont started again, but had not gone more than a hundred yards or so before his waterplane was driven on to the sea by a sudden squall, the bottom of the boat was smashed, and the attempt had to be abandoned.



AN AMERICAN "FLYING-BOAT": MR. GLENN H. CURTISS'S HYDRO-AEROPLANE RISING FROM THE WATER.



CAPABLE OF MAKING SEVENTY TO NINETY MILES AN HOUR: MR. GLENN H. CURTISS'S NEW "FLYING-BOAT."

Mr. Curtiss's new hydro-aeroplane is 26 feet long and 3 feet wide, with a hull nearly 3 feet deep. Over it are the planes, 5½ feet deep and 30 feet wide. The boat is driven by an 80-h.p. Curtiss motor. She starts and moves on for a while just like a motor-boat. When she gets up a speed of 25 or 30 miles an hour, she lifts out of the water until only her stern touches. Then the speed runs up to 50 miles. Soon she rises clear from the lake, and travels at any speed from 70 to 90 miles an hour, according to the wind.



Photo. C.N.

MR. F. K. MCCLEAN'S "BUS" FLYING BETWEEN THE ROADWAY AND THE FOOTBRIDGES OF TOWER BRIDGE: AN AIRMAN ARRIVING IN LONDON BY WATERPLANE FOR THE FIRST TIME.



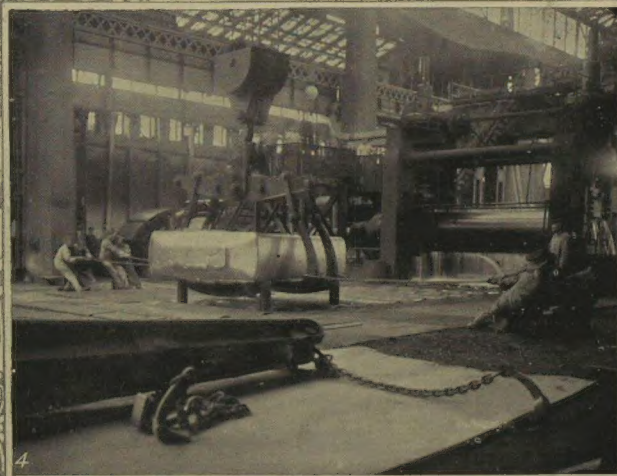
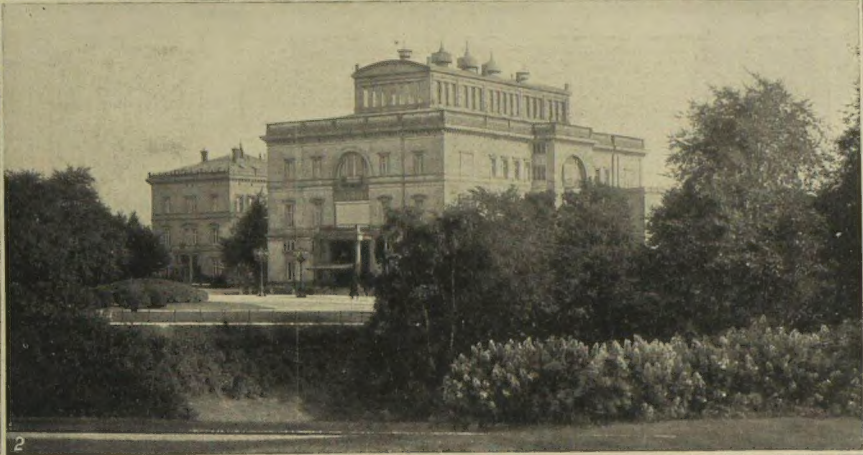
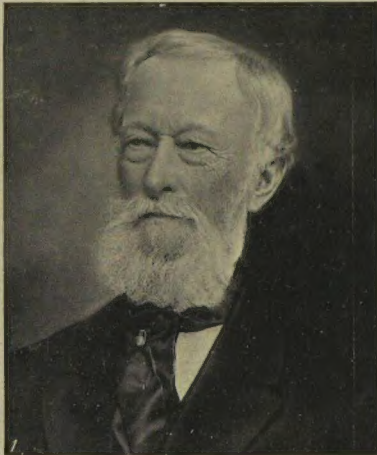
Photo. Partridge's Pictorial Press.

"TAXIING" UNDER BLACKFRIARS RAILWAY BRIDGE: MR. F. K. MCCLEAN ON HIS RETURN JOURNEY, WHICH ENDED IN A SIDE-SLIP IN THE AIR AND THE TOWING OF THE BIPLANE TO THE DOCKS.

Just when M. Beaumont was expected at Blackfriars to pay a call upon the "Daily Mail," Mr. F. K. McClean, flying a Short-Farman waterplane, alighted on the Thames near Westminster Bridge. He had flown from Eastchurch, through the Tower Bridge, and under London, Blackfriars, Waterloo, and Hungerford Bridges. The journey took an hour and a half. The return flight failed. Soon after it had passed under the Tower Bridge the waterplane side-slipped in the air, struck the water, and had to be towed into dock. Most of the airmen who fly biplanes refer to their machines as "busses"; to taxi, in the slang of the waterplanist, is to skim along the water.

AT THE SIGN OF THE OBUS: THE KRUPP STEEL WORKS CENTENARY.

PHOTOGRAPHS AND DRAWING BY COURTESY OF MESSRS. KRUPP; AND BY ULLSTEIN.



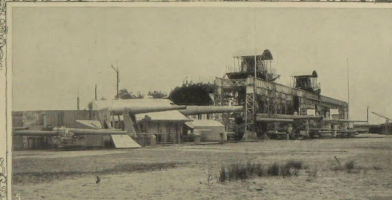
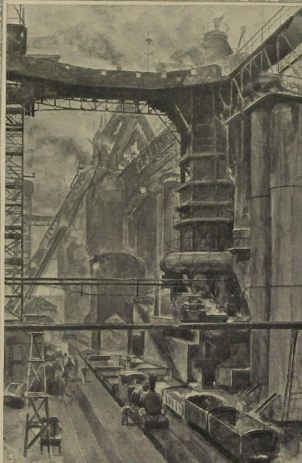
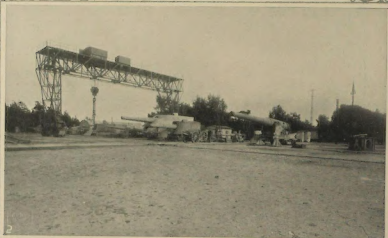
1. THE "MAN" WHO "MADE," ALTHOUGH HE DID NOT FOUND, THE KRUPP FIRM: THE LATE ALFRED KRUPP.
2. HEADQUARTERS OF THE KRUPP FAMILY AT ESSEN: THE VILLA HÜGEL, WHERE THE GERMAN EMPEROR MADE HERR KRUPP VON BOHLEN UND HALBACH MINISTER EXTRAORDINARY AND ENVOY PLENIPOTENTIARY.
3. THE HANDLING OF WHITE-HOT METAL: CAST STEEL AT KRUPP'S.
4. IN ONE OF SIX-AND-TWENTY BELONGING TO KRUPP'S: A ROLLING MILL.
5. A HOME OF GERMAN THUNDER-MAKERS: IN THE KRUPP WORKS AT ESSEN.

The world-famous Cast Steel Works of the Krupp firm, at Essen on the Ruhr, were founded in 1811-12 by Friedrich Krupp, who started them "for the production of English cast steel and all other products resulting therefrom." A few months later—on April 26, 1812—the merchants' son, Alfred, was born; and he it was who was destined to "make" the firm, to raise it, after his father's early death, from difficulties and almost from failure to the great position it now holds. At the moment Krupp's are celebrating not only the centenary of their foundation, but that of the birthday of Alfred Krupp; and that of the association of the

family of Krupp with the industry. In 1871 Alfred Krupp wrote to the management of his works: "The Cast Steel Works, grown from a small grain of seed in which originally no one had any confidence, has now the health and vigour of a fifty-year-old oak tree, and, as an oak, it has the ability and the purpose to develop itself more and more vigorously for many ages yet to come. The soil in which it is planted is good; see that you protect the root." All is still well with the tree, which flourishes like the green bay; and is one of the greatest, most important industrial enterprises in the world.

MAKING THUNDERERS FOR THE KAISER'S ARMY AND NAVY: THE CENTENARY OF KRUPP'S. "A PIECE OF PRUSSIAN AND GERMAN HISTORY."

PHOTOGRAPHS AND DRAWINGS BY COURTESY OF MESSRS. KRUPP, AND BY ILLUSTRATION.



1. THE SIMENS-MARTIN PROCESS STEEL-MAKING AT KRUPP'S BY THE OPEN HEARTH METHOD, WHICH IS ALWAYS USED FOR MODERN GUNS.
2. DIRECT DESCENDANTS OF THOSE WHICH THUNDERED ON THE BATTLEFIELDS WHICH WON GERMANY'S UNITY: GUNS ON THE KRUPP PROVING-GROUND AT MEPPEN.

3. IN ONE OF THE KRUPP BRANCH ESTABLISHMENTS: BLAST-FURNACES AT THE FRIEDRICH-ALFRED-HÜTTE, AT REINHARDEN-FRIEDRICHSHOF.
4. WEAPONS FOR THE FOLLOWERS OF THE GOD OF WAR: IN ONE OF KRUPP'S GREAT WORKSHOPS AT ESSEN.

5. "SHOWING ITS TEETH": THE PROVING-GROUND AT MEPPEN, WHERE THE WAR-VALUE OF THE GUNS IS PUT TO THE TEST.
6. "A PIECE OF PRUSSIAN AND GERMAN HISTORY": THE GREAT KRUPP CAST-STEEL WORKS AT ESSEN—A GENERAL VIEW.

7. SHARER IN AN EQUIPMENT INCLUDING ITS STEAM-HAMMERS, AGGREGATING ABOUT 2,000 HORSE-POWER, AND ITS HYDRAULIC PRESS WITH A TOTAL OF ABOUT 7,000 TONS POWER, IN A PRESS-ROOM AT KRUPP'S.
8. MAKING THE STEEL FOR GREAT GUNS: IN A SMELTING-ROOM AT KRUPP'S.

In the speech he made at Essen during the celebration of the Krupp centenary, the German Emperor said: "The history of the firm whose centenary we celebrate to-day is a piece of Prussian and German history. The foundation of the firm goes back to the year which closed with the treaty of Westphalia, which brought deliverance to Prussia and to Germany from the anarchy of the Thirty Years' War, and began the epoch which led to German unity under Prussian leadership. . . . Krupp guns have been with the Prussian line and have thundered on the battlefields which made ready the way to Germany's unity and to the German Empire. Krupp guns are still today carried in the German army and the German Navy. Krupp docks build ships which fly the German war-flag. Krupp steel guards ships and forts. Krupp war material is used by numerous foreign armies. . . . The only server which I can give to the expression of loyalty to the Emperor and the Empire to which I have just sworn is to declare the wish that the present duration of the house will succeed in carrying it on with loyalty to the traditions of the house, to the honour of Krupp's name, to the good repute of our industry, and to the welfare of the German people."

Further he emphasized the fact that Krupp's are so active in the art of peace as in those of war. At the Villa Hügel, the residence of the Krupp family, his Majesty conferred upon Herr Krupp von Bodelschwingh the rank and title of Minister Extraordinary and Exegetic Plenipotentiary, and upon his wife, the Lady Oskar (Second Class). The founder of the great firm started with about a score of men; the present head commands 11,412 workmen, and mines, factories, and wharves all over Germany. The employees even have their special Order of Merit, the Oskar. Each workman receives 60 marks (about 150 francs) a year, and a share of the profits. After twenty years, he receives it increased in gold. It is usually worn as a sash. Higher grade employees receive it mounted on silver links. During the year 1911 the firm consumed the following raw materials: pig-iron, about 982,000 tons; coal, 1,980,000 tons; coke and briquettes of a cold-weight of about 1,640,000 tons; iron, 3,318,000 tons, about 1,548,000 of it from foreign mines; flux, about 498,000 tons; waste, about 54,618,000 cubic metres; electric current, 107,223,000 kilowatt-hours.

SCIENCE



SCIENCE JOTTINGS.

THE VIPER AND HER YOUNG

A CONTROVERSY of very long standing has been revived of late days in the shape

of the question regarding the alleged habit of young vipers of seeking refuge from danger in their mother's mouth. This topic seems to be one of perennial interest. It partakes of the nature of that oft-revived query, "Does eating tomatoes tend to cause cancer?" and also of the sea-serpent appearances, the chronicles of which serve to enliven the dull journalistic season. It is difficult to say how old the discussion regarding the viper's young may be. Frank Buckland wrote about it, the files of the journals devoted to natural history lore testify to the interest taken in the subject in bygone years, and all without any settlement having been arrived at regarding the reality or otherwise of the alleged habit. One proposal or argument bore that the matter would never be decided till someone produced a viper which had been captured and killed, its throat tied up securely, and a dissection made, showing the young brood actually lodged in the mother's mouth. Needless to say this proposition, as far as I am aware at least, has never been carried into practical effect. One foresees many difficulties in its execution. On the other hand, we have the testimony of people who say they have seen the young enter the maternal mouth, and to this assertion the sceptics retort, that, in the mildest interpretation of this statement, there has been represented here an error of observation. So the matter remains *in statu quo ante*. There are plenty of arguments, discussions of probabilities, and assertions *pro* and *con*, the alleged habit of the viper's young, but of evidence of the kind whereon to found a definite judgment there is an absolute lack—pace the statements of those who say they have witnessed the young viperines' escapade. Where exact

NOT TO BE CONFUSED WITH THOSE OF MAN BLOOD CRYSTALS OF A NULE.

knowledge and wisdom together linger it is, at least, permissible for us to review the probabilities or possibilities of the case. Is there any reasoning of *a priori* kind, for example, which definitely and logically would forbid us to regard the habit in question as lying outside the experience afforded by a study of zoological facts at large? Is the idea of the refuge of the young in the viperine mouth to be scouted as utterly improbable and preposterous? Or, better still, are we unacquainted with zoological facts regarding animal life at large such as record habits infinitely more startling in their nature than the alleged maternal care of

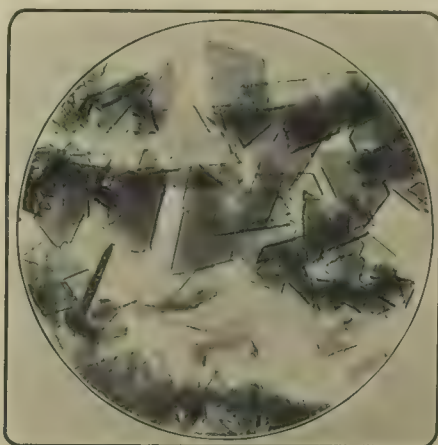
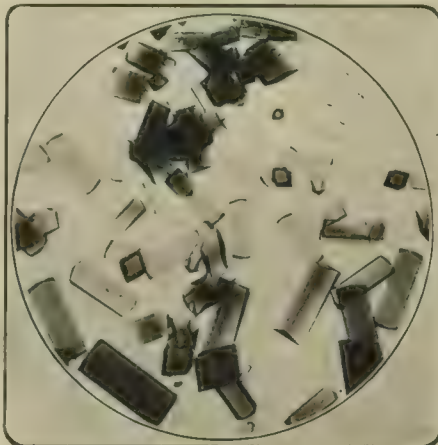
with the care of the young especially. Take the case of the frog and toad class, that of the "Amphibia," as it is named. You will barely pass within

the limits of the study of the development of these animals without discovering how Evolution has developed habits that appear in some cases actually to border on the ludicrous, but such as, nevertheless, appear to be beneficial to the race. What of the Surinam toad which carries the eggs in pits in its back, to which receptacles the eggs are duly transferred? Or what shall we say to the habit of another frog, the male of which winds strings of eggs round his thighs, and walks about in this somewhat undignified state while development proceeds? Then, if I mistake not, there are other cases in which

eggs are contained in the mouth and therein developed, a circumstance which I think can be paralleled in the fish-class. Is it more wonderful that young vipers should have acquired the habit of flying into the mother's mouth, than that a pipe-fish should have developed a pouch for the protection of the young, thus foreshadowing the similar arrangement in the kangaroo? If any argument against the probability of the viperine habit is to be entertained at all because it seems strange and unwonted, then we should logically stand aghast at the very curious and often bizarre ways of life represented in wellnigh every group of the animal world. One might as well refuse to recognise the wondrous evolution which in an egg-

swallowing snake has developed teeth in its throat, so that it may swallow the egg without danger of breaking it till the food is well within the confines of its alimentary canal. I admit I long for a demonstration that the viper mother salvages her young as alleged, but one learns, even now, the lesson that the solution of apparently simple things is not always a matter of easy attainment.

ANDREW WILSON.



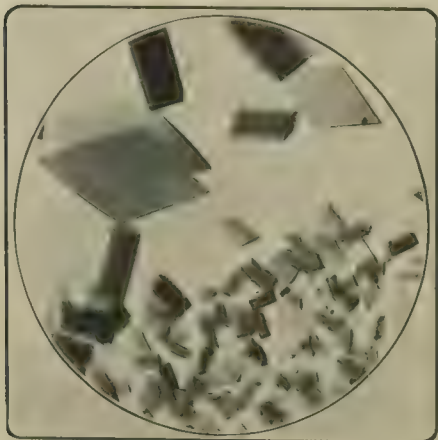
FORMED BY THE HÆMOGLOBIN, OR RED COLOURING-MATTER: BLOOD CRYSTALS OF A BENGAL TIGER AND OF A HIPPOPOTAMUS.

In the light of discoveries made by Dr. Edward Tyson Reichert and Dr. Amos Pesslee Brown, zoologists have begun to revise their facts. Thus, the bear used to be classified as belonging originally to the same family as the dog, the wolf, and the fox. By a comparison of the blood crystals of these animals, it has been proved that the bear is closely related to the sea-lions and seals, but not to the dog, wolf, or fox.

Micro-Photographs by Courtesy of Dr. E. T. Reichert.

the mother adder? This latter point seems to me to be one of importance in the discussion of the case for the possibility of the habit being a real feature of viperine life.

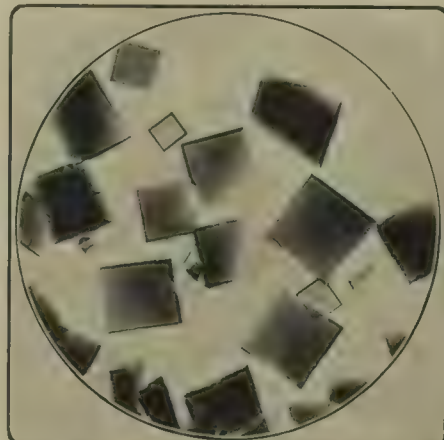
One has not to travel far or widely in natural history records to find many startling examples of curious habits which have been evolved in connection



BLOOD CRYSTALS OF THE GUINEA FOWL.



BLOOD CRYSTALS OF THE RED FOX.



BLOOD CRYSTALS OF THE SWAN.

The new hæmoglobin discovery promises to be of the greatest value to detectives engaged in unravelling murder mysteries; for it enables the investigator to determine with certainty the animal from which any particular blood has flowed. Dr. Reichert has found, for example, that there is a difference between the blood of the white man and that of the negro, a fact of great medico-legal importance in criminal cases in lands in which the negro flourishes.

The Jewels of the Air: Tiny Birds Which Seem Like Flying Gems.

FROM THE PAINTINGS BY W. HAMMER.



AS BRILLIANT AS STONES OF MANY FACETS: HUMMING-BIRDS—*HELIANGELUS MICRASTER*; *THAUMASTURA CORA*; *MYRMIA MICRURA*; AND *LESBIA SPARGANURA*.



OPALS OF THE AIR: HUMMING-BIRDS—*TOPAZA PELLA*; *OREOTROCHILUS CHIMBORAZO*; *DIPHLOGAENA HESPERUS*; *HELIANGELUS VIOLA*; *CYANOLESBIA COELESTIS*; AND *BOISSONNEAU JARDINEL*.

Humming-birds may well be described as the jewels of the air, for their brilliant, metallic colours, glittering in the light of the sun, make them seem like flying gems—opals, sapphires, and rubies. The bird's method of procuring food is curious: it remains in flight while collecting from the flowers the honey and the small insects on which it lives. Its tongue is extensile, for the better

gathering of this food, which it can obtain even from deep bell-shaped blooms. The flight of the humming-bird is unlike that of any other bird; the wings move so rapidly that they become a mere blur to the human eye. It has been supposed by Gould and other observers that the bird has the unique power of backward flight.

NOT YET THOROUGHLY BRITISH: THE SEASIDE RESORT IN FRANCE AS IT IS ON SUMMER DAYS.

DRAWN BY A. C. MICHAEL.



AT THE BATHING—AND STROLLING—HOUR: ON THE SANDS OF OUR NEAREST FOREIGN NEIGHBOUR.

In our issue of August 10, we published a double-page drawing showing that the British seaside resort is not yet thoroughly Germanised or Frenchified, despite the fact that the Continentalisation of our shores is proceeding apace. Here is the promised companion to that picture, an illustration which proves that the French watering-place also retains its old individuality—although our friends in Paris, more especially, delight in being quite English, and we, as a nation, are appreciating more and more the strands across the sea and taking to them our clothes, our manners, and our customs.

England's National Flower in Fresh Forms: New Roses.

PERFECT BLOSSOMS—BY NATURAL-COLOUR PHOTOGRAPHY.



"MRS. ARTHUR BIDE." "SUNBURST."

"ROSE QUEEN."

"MRS. ANDREW CARNEGIE."

"Mrs. Arthur Bide" was exhibited at the recent Show of the National Rose Society by Messrs. S. Bide and Son, of Farnham. "Sunburst," which won a silver-gilt medal, was shown by Messrs. Beckwith, of Hoddesdon, acting for the

grower, M. Pernet Ducher; "Rose Queen" was exhibited by Messrs. Wallace, of Dunstable; "Mrs. Andrew Carnegie," winner of a gold medal, was shown by Messrs. J. Cocker and Sons, of Aberdeen.



"OLD GOLD."

"COLLEEN."

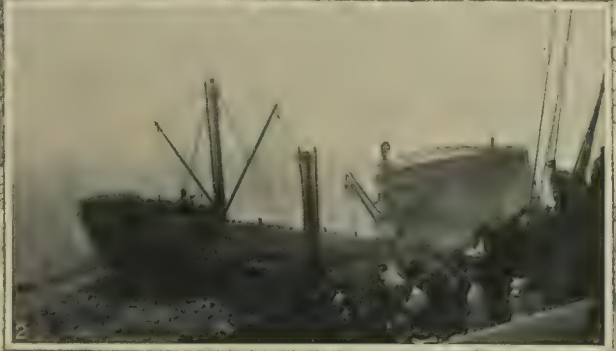
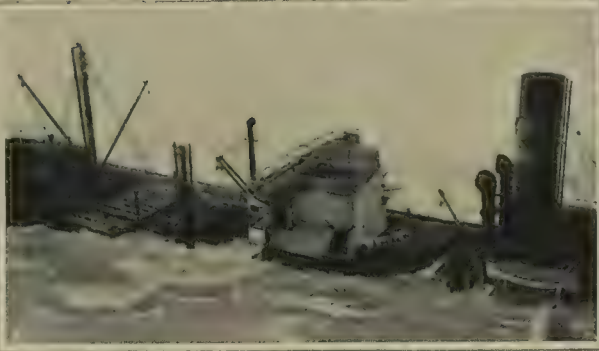
"EILEEN SMILEY."

"MRS. FREDERICK W. VANDERBILT."

"Old Gold" won a gold medal at the recent Show of the National Rose Society: and "Mrs. Frederick W. Vanderbilt," a silver-gilt medal. All the roses shown in this natural-colour photograph were exhibited by Messrs. Samuel McGredy and Son,

of Portadown, Ireland. It should be noted that, very naturally, the various new roses which were in evidence were one of the greatest attractions of the Show. Throughout the afternoon a long queue awaited admission to the tent containing them.

LINER AS "NOSE": COLLIER AS "EYEGLASSES": THE COLLISION BETWEEN THE "EMPRESS OF BRITAIN" AND THE "HELVETIA."

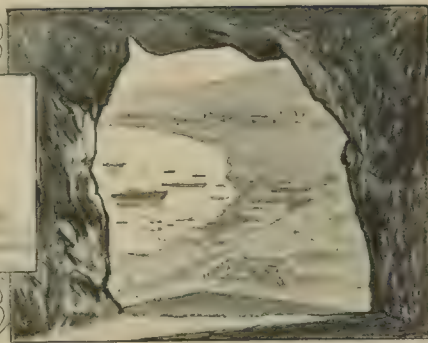
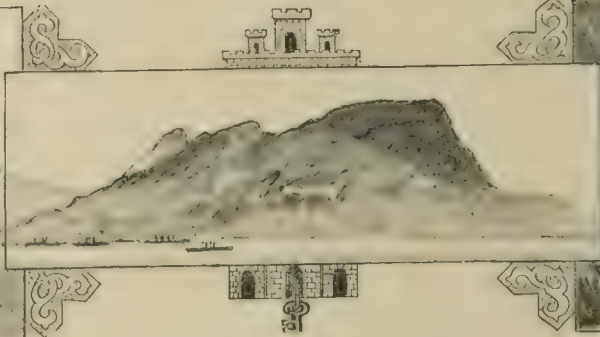
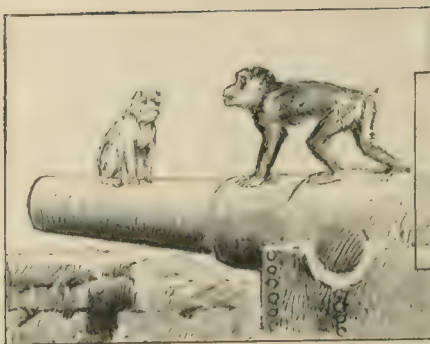


1. AFTER HAVING HUNG ON THE "EMPRESS OF BRITAIN'S" BOWS FOR OVER HALF AN-HOUR, "LIKE A PAIR OF EYEGLASSES ACROSS A MAN'S NOSE": THE COLLIER "HELVETIA" SINKING.
2. SHORTLY AFTER THE COLLISION: THE DAMAGED "HELVETIA" SEEN FROM THE DECK OF THE CANADIAN PACIFIC LINER "EMPRESS OF BRITAIN"—PASSENGERS LOOKING ON.
3. WHEN THE COLLIER RESTED ON THE LINER'S BOWS: LOOKING ON TO THE "HELVETIA" FROM THE "EMPRESS OF BRITAIN."

In a heavy fog bank, the Canadian Pacific Liner "Empress of Britain" was in collision with the collier "Helvetia" some three hundred miles below Quebec on the afternoon of July 27. The former vessel limped into port with bows smashed and with a deep gash in her stem; the latter sank almost immediately after having been disengaged with difficulty from the "Empress of Britain's" bows, on which she had been held for over half an hour.

4. A PRECAUTION WHICH PROVED UNNECESSARY: LOWERING BOATS FROM THE "EMPRESS OF BRITAIN."
5. DAMAGE DONE TO THE "EMPRESS OF BRITAIN": THE BOWS OF THE LINER AFTER THE COLLISION.
6. WITH HIS WIFE AND A NIECE: THE CAPTAIN OF THE COLLIER "HELVETIA."
- 7 AND 8. THE END OF THE COLLIER: THE "HELVETIA" SINKING.

"like," it has been said, "a pair of eyeglasses across a man's nose." The officers and crew of the collier—forty-four in all—were rescued. The Court of Inquiry at Quebec found that the blame for the mishap rested with the captain of the "Empress of Britain," for steaming too fast for the weather conditions. They did not, however, suspend the captain's certificate, owing to his very fine record. The captain of the "Helvetia" was exonerated.



VIGNETTES OF THE BRITISH EMPIRE: I. GIBRALTAR.

"The novel sight the Spanish hind amazes,
And still he cries, 'Que locos los Ingleses!'"

THE sound of fife and drum suddenly rose above the babbling chatter of Waterport Street, the main artery of the northern and commercial part of Gibraltar. It was "Peter and the Keys," the most picturesque daily incident of the place. "Peter," whose office was to close one of the main gates at the lower Sallyport, with heavy keys upon a large ring swinging in his left hand, advanced quickly between two redcoats with bayonets fixed, while a small band of fifes and drums marched close before him. The streets were always crowded towards evening, and the little troop passed with a rush and élan irresistibly stirring. The drumsticks twirled as if no less alive

of these queer tailless apes I saw another day far away on the heights above what is called the "Devil's Gap."

A young Captain of the Royal Garrison Artillery had called to take me to the Upper Rock, and under his guidance I began by walking to the Upper and Lower Union Galleries. These and the Windsor Galleries above them are long, square-sectioned tunnels

"clouded yellows," and the common swallow-tail—floated lazily in the heat. My Captain said there were several pair of white-shouldered eagles about the Rock. He had lived four years at Gibraltar, and when first he came, there was a pair of imperial eagles which have since departed.

At the part called O'Hara's Battery, we climbed to a flagstaff which is on the highest part of the Rock, 1408 feet, and higher, therefore, than the "Upper" Signal Station, which is but 1255 feet. Going a little way down, we came to the entrance of St. Michael's Cave, one of those which occur in all compact limestone. Near the narrow opening, in a vast hall, wheeled above us innumerable bats which kept up an incessant noise between a whistle and a high-pitched scream. Then what appeared to be an even horizontal path ended suddenly in a sixty-foot drop, and another path, after several turns, dwindled to a tiny



DESIGNED TO COLLECT THE RAIN: A CATCHMENT ABOVE CATALAN BAY.

In the heart of the Rock enormous reservoirs have been constructed for storing 5,000,000 gallons of water. Gibraltar is very dependent on its rainfall, and these reservoirs receive the rain water collected from ten acres of galvanised iron sheets fastened on the slopes above Catalan Bay.

than the dexterous fingers that plied them. Everybody stopped to look at "Peter" as he passed.

Even in the early morning, for I went out next day before it was quite light, the street was not deserted. I found myself in a moving stream of workmen who had tramped in from Spain across the piece of flat neutral ground that joins the great mass of the "Rock" to the mainland. Steadily, with kerchiefed bundles of provender, they plodded on their soft-soled shoes along the asphalted roadway.

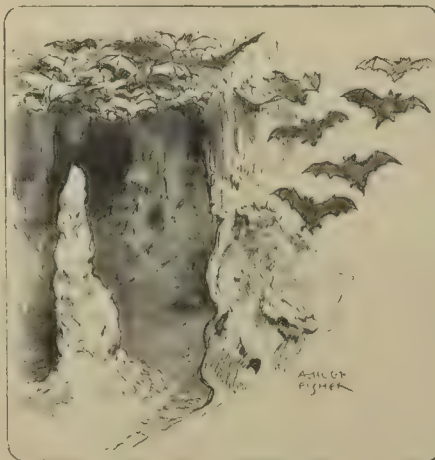
Passing the "Convent," as the Governor's residence is still called, where sentries rival with their tunics the scarlet of hybiscus blossoms, I walked on through the old South Gate to the parade ground, the Alameda. The lights of the street were now extinguished as well as those which had illuminated the war-ships below, and from pine-trees bordering the road above sounded the fifes and drums of the Bedfordshires marching down to parade. On the way back to my breakfast I saw two of the Rock monkeys playing about an old gun near the South Gate. There are very few left, and it is difficult to supplement them from outside, as they regard aliens with a Nietzschean absence of calm and throw intruders of their own species over the cliffs. A large specimen



A RELIC OF THE OCCUPATION WHICH ENDED IN 1462:
THE MOORISH CASTLE.

Gibraltar, the classical Calpe, and one of the Pillars of Hercules, was finally taken from the Moors by the Spaniards in 1462. The other "Pillar" was Abyla, now the Sierra Bullones, near Ceuta. The Moorish Castle, above the Artillery Barracks, was begun by Tarik in 713 and finished in 742.

blasted out of the solid limestone. The guns shown in them are obsolete, but apparently too heavy to have been worth the trouble to remove. Sunlight entering at the small embrasures made a series of illuminated patches down the length of the corridor, but between each two the darkness was more obscure for the contrast. Looking out through one of the openings, I could see far below the stretch of neutral territory and the polo ground, and farther away the Spanish town of Linea, with its white bull-ring.



WHERE FIVE HUNDRED SPANISH VOLUNTEERS HID THEMSELVES IN 1704, WHEN GIBRALTAR WAS TAKEN BY THE ENGLISH AND DUTCH UNDER ROOKE: ST. MICHAEL'S CAVE. St. Michael's is one of the caves which occur in all compact limestone. Near the narrow opening is a vast hall, and further along is a vaster chamber where three great stalactite columns stretch unbroken from floor to roof.

On emerging from the darkness we clambered along toward the Signal Station. The Captain assured me that he once went to the top from the officers' mess in eighteen minutes for a wager (the bet being that he could not do it in sixteen). By the path grew wild narcissus and honeysuckle, numerous wild olive trees, and, clinging on the rock with spreading, snake-like roots, stunted "bella sombras." Butterflies—



SEEN FROM THE ALAMEDA GARDENS: THE SIGNAL STATION. The Alameda Gardens, one of the chief sights of Gibraltar, were laid out by Governor George Don (about 1814), and are notable for luxuriant sub-tropical vegetation. In the midst of them are the Assembly Rooms and a café.

tunnel, wet and muddy. I scrambled, crawled, and climbed along this for some distance to another and vaster chamber. It was, by the way, in St. Michael's Cave that a party of five hundred Spanish volunteers, under Colonel Figueroa, hid themselves in 1704. They had ascended the east side of the Rock with the guidance of a goat-herd.

I must not close even so short an account without a reference to the Royal Calpe Hunt, one of the chief institutions of Gibraltar. The hunting is in Spain, and it is incomprehensible to the Spanish farmers that there should be so much fuss and expense over a creature which can easily be shot!

Spain is, of course, the playground of every young "Prometheus" when leisure loosens, even for half a day, the chains that bind him to the Rock. Frequent steamers take him quickly across the bay to Algeciras and its luxurious hotel, whence by a short railway journey he may find himself among the mountains at Ronda, the oldest city of Spain, and one of the most picturesque in Europe. Fresh from a week-end in such glorious air and scenery, the jaded officer returns with renewed vigour to the Gibraltar clubhouse and the repair of unclimbable fences, and still, as in the time of Thackeray, from sea-line to the topmost flagstaff echo the words: "All's well." A. HUGH FISHER.

CUT IN TWO BY A DEEP GORGE: SPAIN'S OLDEST TOWN.

DRAWN BY A. HUGH FISHER.



A REGULAR "EXCURSION" FROM GIBRALTAR: RONDA, WHOSE OLD TOWN WAS SET BY THE MOORS ON THE SITE OF THE ROMAN ARUNDA, AND WHOSE NEW TOWN WAS FOUNDED BY THE "CATHOLIC KINGS" AFTER 1485.

Ronda, a regular excursion from Gibraltar, is some forty miles west of Malaga, is most picturesquely situated, and is cut in two by the 330-feet-deep Tajo, or Gorge, of the Guadalevin. The old town, set up by the Moors on the site of the Roman Arunda, is on the south; the new town, founded by the "Catholic Kings" when Ronda was taken from the Moors in 1485, is on the north. In the old town are the Casa del Rey Moro; and the

Mina, an underground staircase of 365 steps leading to the river and cut out by the Moors to do away with the possibility of a water famine in time of siege. Between seven and eight miles from Ronda are the ruins of Acinipo, formerly an Iberian, and later a Roman town, some of whose stones were used in the making of old Ronda. Modern Ronda has a population of 21,000, and makes leather, soap, and hats.

FROM THE WORLD'S SCRAP-BOOK.



DOING "SENTRY-GO" ON THE TOPS OF RAILWAY CARRIAGES: ALBANIAN REBELS.



"WHO SHOOTS BUT A SINGLE SHOT FOR HIS PLEASURE WILL BE HANGED; SAVE THEM FOR THE TURKS": AN ORDER.



AN ARRIVAL IN STATE! ALBANIAN REBEL CHIEFS DRIVING INTO A CAPTURED TOWN.

The Albanians in revolt are reported to have demanded from the Turkish Government (amongst other things): "The adoption of territorial military service in Rumelia, with liability for foreign service in case of war. The use of Latin characters in all schools for the instruction of Albanians and no intervention by the Government in private schools. The restitution of all arms taken away by force and an indemnity for those which have been lost. An indemnity for the houses and dwellings destroyed or burned by order of the Government without any plausible reason. The suspension of the collection of the taxes established by the Government until the local situation has improved. Revenues in future to be applied for local purposes." Thus *Reuter*.



PRAYING FOR THE RECOVERY OF THE RULER WHO SAW HIS LAND CHANGE FROM A STATE OF FEUDALISM TO THAT OF A GREAT POWER; JAPANESE ASKING FOR THE PROLONGATION OF THEIR EMPEROR'S LIFE.

Remarkable scenes were witnessed in Japan during the last illness of the Emperor Mutsuhito, and there was abundant evidence on every side of the reverence in which he was held. Throongs prayed for the prolongation of his life, not only in the temples, but in the streets and at the wayside shrines.



Photo. Record Press.



Photo. Record Press.

TESTED BY TRAMS AND CARTS WEIGHTED WITH SAND AND WATER: THE NEW BRIDGE OVER THE NILE AT CAIRO.

The new bridge over the Nile at Cairo—the fourth—has just been opened. A line of tramcars will run across it. It was officially tested by the passing over it of a large number of trams and carts filled with sand and heavy weights, and in some cases, water. The bridge has cost £300,000, and has taken three years and a-half to construct. Its length is 275 metres; width 19 metres (including 12 metres of roadway with double tram-lines). The bascules open to let boats pass.



Photo. News Illus.

THE THROWER OF A POLITICAL "BOMB-SHELL": THE MASTER OF ELIBANK (RIGHT); WITH MR. PERCY ILLINGWORTH.

Th. Master of Elibank, ex-Chief Liberal Whip, who is to join the Peers as Lord Murray of Elbank, caused much comment by recommending as a candidate for the seat he has vacated Mr. Robert Brown, Labour Leader and Secretary of the Scottish Miners' Federation. Mr. Percy Illingworth, the new Chief Whip, did very well as the Master's chief lieutenant.



Photo. Wire Bureau.

THREE SUFFRAGETTES SENTENCED IN CONNECTION WITH THE DUBLIN OUTRAGES: MRS. LIZZIE BAKER (1), MRS. MARY LEIGH (2), AND MISS GLADYS EVANS (4). The Suffragette outrages in Dublin on the occasion of the recent visit of Mr. Asquith resulted in the sentencing of Mrs. Mary Leigh to five years' penal servitude, Miss Gladys Evans to five years' penal servitude, and Mrs. Lizzie Baker to seven months' imprisonment. The case against Miss Mabel Capper (No. 3 in photograph) was withdrawn. The charges were setting fire to the Theatre Royal; causing an explosion there; conspiring to cause an explosion with the object of endangering life and property; and the destruction of property. The Judge was Mr. Justice Madden, who said: "I would gladly hope that when this epidemic of crime has passed away, when the cause which you have at heart is advocated by lawful and saner methods, the sentences which it is my duty to pronounce will be reconsidered by the proper authorities."



Photo. Transp.

GIVEN UP AS LOST AND IN THE ARCTIC FOR THREE YEARS: CAPTAIN EINAR MIKKELSEN AND MR. IVERSEN AFTER THEIR RETURN. Captain Einar Mikkelsen, the Danish Arctic explorer, set out in 1903 to search for the depot left by the Norwegian explorer Maylius Erichsen, who perished in the inland sea in 1908, and recover the dead man's diaries and observations. His ship, the "Alabama," was wrecked in 1910, and he was given up as lost.

NO LONGER PRINCE OF TRUE BELIEVERS: A CURE-TAKER AT VICHY.

PHOTOGRAPH BY M. J. BRINGAUD.



THE RULER WHO HAS ABDICATED AFTER NAMING HIS SUCCESSOR BY SECRET ARRANGEMENT WITH THE FRENCH GOVERNMENT:

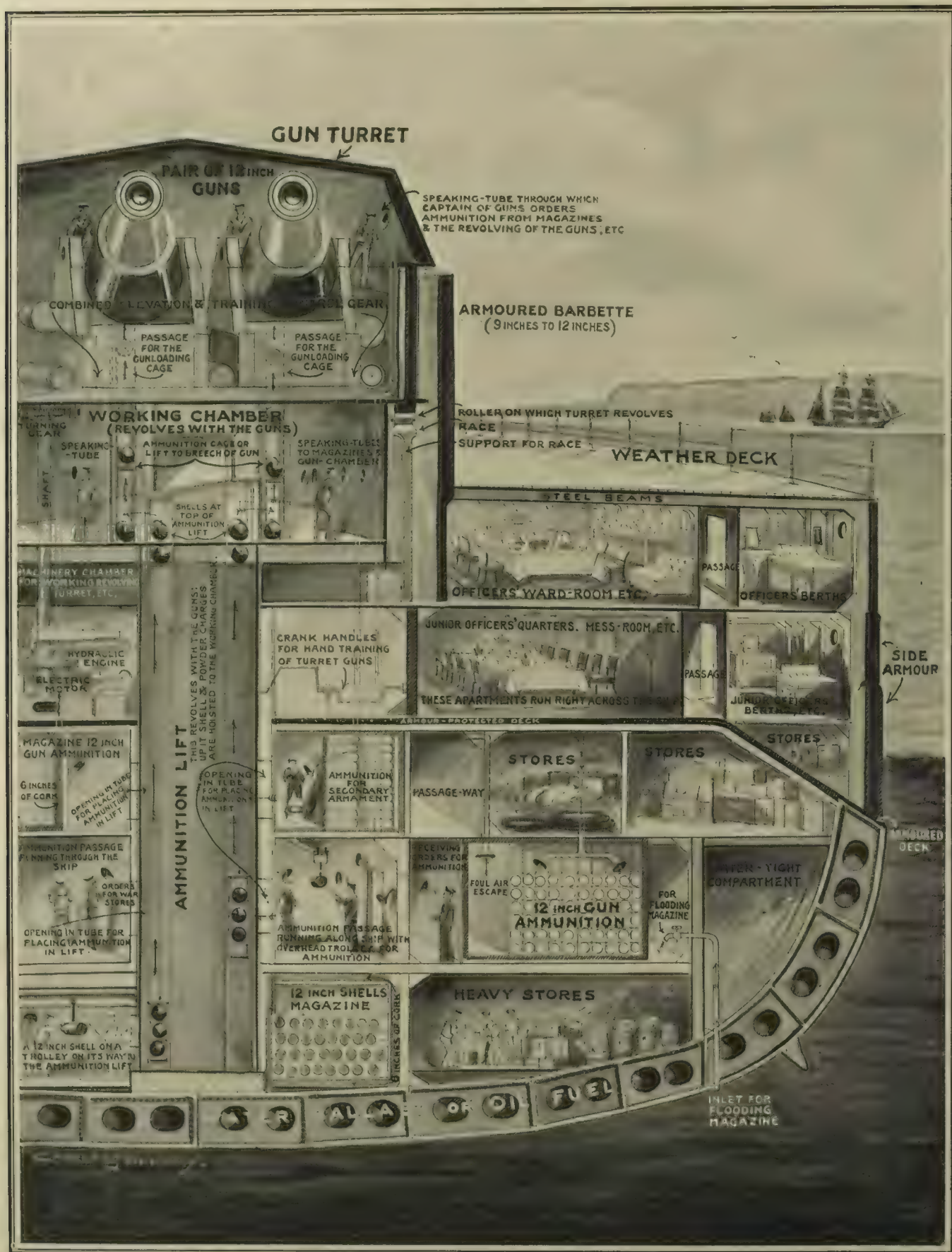
MULAI-ABD-EL-HAFID, EX-SULTAN OF MOROCCO.

Mulai-Abd-el-Hafid, who revolted against his brother, the Sultan Mulai-Abd-el-Aziz, was proclaimed at Marakesh on August 23, 1907, and was recognised by the Powers in the January of 1909, has renounced his throne, abdicating in favour of his younger brother, Mulai Youssef. It is understood that the new "Prince of True Believers" was selected with the consent of General Lyautey, in accordance with a secret arrangement made between the French Foreign Ministry and Mulai-Abd-el-Hafid as far back as November 7 of last year, by which it was agreed that the Sultan should be permitted to choose his "heir" when the inevitable day of his resignation should come. Thus ends a brief reign of crowded months,

which included the famous Agadir affair and the settlement of the French "Protectorate" over Morocco. The ex-Sultan is to receive a liberal allowance and the honours due to a sovereign who has voluntarily resigned. Meantime, it is announced that he is to take the cure at Vichy. The retirement of the ex-Sultan Mulai Hafid was not, of course, unexpected even by those who did not have "inside" knowledge of the situation. The new Sultan was Khalif of Fes, is thirty, and is believed to be distinctly Francophile; whereas the brother whose place he has taken was generally credited with leaning towards Germany. General Lyautey has asked that 30,000 men shall be sent to Morocco at once, that hostilities may be resumed.

THE ARMoured WALLS OF BRITAIN: A MAN-OF-WAR LAID OPEN.

DRAWN BY CHARLES J. DE LACY.



HIDDEN MYSTERIES OF A BRITISH SUPER-DREADNOUGHT: IV.—THE GUN SECTION.

We have already published drawings illustrating the conning-tower, boiler-room, and engine sections of a British super Dreadnought. That of the stern section remains to be issued.

"As Health is such a blessing, and the very source of all pleasure, it may be worth the pains to discover the region where it grows, the springs that feed it, the customs and methods by which it is best cultivated and preserved."—SIR W. TEMPLE.

WHAT IS HEALTH?

"HEALTH" is that which makes your meat and drink both savoury and pleasant. **HEALTH** is that which makes your bed easy and your sleep refreshing; that revives your strength with the rising sun and makes you cheerful at the light of another day. **HEALTH** is that which fills up the hollow and uneven parts of your body, making it plump and comely; 'tis that which dresses you in Nature's richest attire and adorns your face with her choicest colours. **HEALTH** is that which makes fertile and increaseth the natural endowments of your mind and preserves them long from decay; makes your wit acute and your memory retentive. **HEALTH** is that which supports the fertility of a corruptible body and preserves the verdure, vigour and beauty of youth, and 'tis that which makes the soul take delight in her mansion enchanting herself at the casements of your eyes."—MAYNWARINGE 1683.

"Nor Love thy Life nor Hate, but what thou livest live well."—MILTON.



AUGUST.

*"Here Ceres' gifts in waving prospect stand,
And nodding tempt the joyful reaper's hand."*—POPE.

INTERNAL as well as External Cleanliness.

"Recent researches have led to the establishment of the fact, to the satisfaction of the medical profession of the whole civilised world, that the chief cause of the infirmities of old age, as well as of a large proportion of the diseases of adult life, is the process known as auto-intoxication, or self-poisoning. This poisoning of our own bodies is due to putrefaction taking place in the large intestine, which in turn is the result of decomposition of food material set up by germs or microbes which infest the bowel and which flourish most where bowel cleanliness least obtains. The dual problem, therefore, of maintaining health and postponing the evils of old age resolves itself into the question as to how intestinal putrefaction may be averted or prevented—or, in other words, how the bowel may be kept clean."—Extract from "Diet and the Maximum Duration of Life."

"Into man's hands is placed the rudder of his frail barque, that he may not allow the waves to work their will."—GOETHE.

The human body has unfortunately a power of auto-intoxication, i.e., of poisoning itself unless certain deleterious products are quickly removed from the alimentary system. There is no simpler, safer, or more agreeable remedy which will, by natural means, get rid of dangerous waste matter, without depressing the spirits or lowering the vitality, than

ENO'S 'FRUIT SALT'

AN IDEAL SUMMER ALTERNATIVE.

Where it has been taken in the earliest stages of a disease, it has, in innumerable instances, prevented a Serious Illness. Its effect upon any Disordered, Sleepless, or Feverish Condition is simply Marvellous.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.

"THE NAVAL ANNUAL."

ALTHOUGH the greater interest taken in all matters relating to the important question of national defence has naturally produced a crop of rivals, "The Naval Annual" (Griffin and Co.), which Lord Brassey launched in 1886, still maintains, and has indeed advanced, its international reputation. In these circumstances, it is surprising to find from his preface that Viscount Hythe, who has filled the post of Editor since 1890, had serious thoughts of discontinuing publication of the work. Fortunately, however, on second thoughts, and fortified by consultation with naval officers and others whose opinion he values, Lord Hythe decided, greatly to the public advantage, not to adopt such a course. In the new issue, no change is to be noticed in the principal features or their contributors. The usual chapters on British and foreign naval progress, and on comparative naval strength, are again in the hands of the Editor and Mr. John Leyland, and Mr. Alex. Richardson is responsible for the chapter dealing with war-ship propulsion and machinery. The record of facts contained in these chapters is a very striking one, for not only has there been unusual activity in war-ship building for nearly all the naval Powers, but great advances in design have taken place. With some of the latter, Sir William White deals in a chapter written at the request of the Editor, and the late Director of Naval Construction again takes occasion to show that



THE NAVY PAYS ITS LAST TRIBUTE: LANDING THE BODIES OF THE DROWNED BOY SCOUTS.

The bodies of the drowned boys were landed at Cherry Garden Pier, Rotherhithe, on August 8, with naval honours, a guard of bluejackets presenting arms as each little coffin was borne along the decks of the destroyer. Thence they were taken to Walworth for the funeral two days later.

Photo. L.N.A.

another by Commander C. N. Robinson on the naval features of the Turko-Italian War, recording the progress of the operations down to the landing of the expeditionary force; and the third, in some respects the most interesting, by Earl Brassey, the distinguished founder of the Annual, in which some aspects of naval administration are discussed. Apart from these special chapters which form Part I. of the Naval Annual, its unique feature is the section devoted to the progress of naval armour and ordnance, which always contains information not to be found elsewhere. Commander Robinson, who has succeeded Captain Orde Browne, R.A., and Captain Tresidder, C.M.G., as the compiler of this part, appears to indicate the coming changes in the Controller's Department at the Admiralty by his remarks upon what is necessary for efficiency in the gunnery organisation of the Navy. The reported intention, as a result of Sir George Murray's Committee, to divide up the work of the present Controller's Department and transfer one portion to the Director of Naval Ordnance, appears to be in keeping with the remark that gunnery administration is to have two distinct branches—the Director of Naval Ordnance being made the adviser of the Admiralty Board in regard to the provision of naval ordnance, and the Inspector of Target Practice the adviser in regard to its use by the Fleet. The plans, pictures, and tables of ships, and the official papers for reference purposes are all up to the high standard of accuracy and precision



Photo. Topical.

THE MEDWAY DISASTER TO BOY SCOUTS: BEARING THE BODIES TO THE BOAT FOR CONVEYANCE TO THE DESTROYER "FERVENT" AND TO LONDON.

The eight recovered bodies of the Scouts drowned on August 4 off Leysdown, off the mouth of the Medway, were brought up the Thames to London for interment there, the funeral taking place at Walworth, where their troop had its headquarters. The coffins are here seen at Sheppey being borne to the boat which carried them out to the destroyer "Fervent" in the Medway, for conveyance to London.

he is not in whole-hearted sympathy with the Dreadnought policy. Three other special articles complete the first part of the Annual, one by Mr. John Leyland,

on Naval War Staffs, in which the scheme for a British naval war staff, announced in January last, is examined and compared with foreign systems;

set in past years, and "The Naval Annual" remains an indispensable work to all who are concerned in any way with naval matters.

To interpret Music follow the Metrostyle Line.

This picture shows the Metrostyle in operation. By means of a pointer attached to the tempo lever, you follow the real Metrostyle line on the music-roll, and so play the music exactly as the composer, or one of his ablest exponents, played it when marking the roll.

The Metrostyle is the exclusive feature of the Pianola which enables you to play with as much expression as the most gifted musician. When used in conjunction with the Pianola music-rolls it guides you as surely as if the composer himself were with you, and yet provides unlimited scope for your personal taste. It is only to be found in the Pianola.

This picture shows you the Metrostyle line on the music-roll. It is marked on the roll by the actual composer or other skilled musician, and every divergence to left or right indicates an essential change in the time. To follow this line with the Metrostyle pointer is to play with perfect expression.



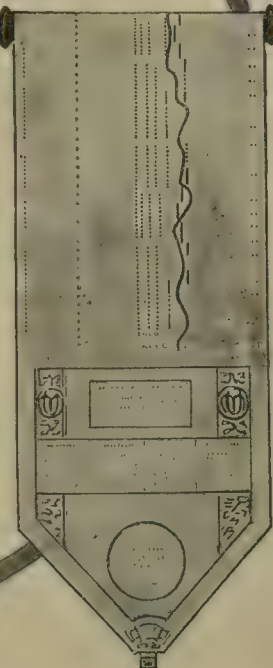
The Pianola Piano

is the only piano-playing instrument recognised by the world's greatest musicians and the only one entitled to use the familiar term—"Pianola."

You are invited to call at Aeolian Hall to see how easily the Metrostyle enables you to play any of your favourite melodies in the way you have longed to play them. If unable to call, write for Catalogue "H."



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LONDON, W.





Overheard by the “Hullo” Girl.

BIBENDUM: “Yes, I’m Bibendum.”

THE MOTORIST: “I say, old man, I’ve rung up to tell you I have just been for a run on my friend’s heavy limousine, which is fitted with your Twin Tyres. As you know, I’ve always been a pretty keen Michelin man, but these Twin Wheels have fairly captured me.”

BIBENDUM: “I’m glad to hear you are favourably impressed——”

THE MOTORIST (breaking in enthusiastically): “Favourably impressed is too mild; the Michelin Twins are just IT. My friend tells me that his tyre bill has been reduced by nearly one-half since he has adopted them. [Oh, confound you, get off the line, will you—no, Miss, don’t cut me off. I really must write Mr. Samuel and congratulate him on the vast improvement (?) of the telephone service.]”

BIBENDUM: “Well, why don’t you let us fit your car with Twin Tyres? Several thousand cars have already been fitted with our Twins, including two hundred lorries, which the Italian Army are using for transport work in the war with Turkey.”

THE MOTORIST: “I was going to tell you, when we were interrupted by some blithering idiot, that I shall be leaving my car next week to have the wheels transformed to Twins before I start for the Continent. In the meantime, send me a Twin Tyre Booklet, will you?”

BIBENDUM: “Certainly.”

THE MOTORIST: “Thanks, and in return I will do what I can to recommend Michelin Twin Tyres, for every motorist with a heavy car ought to have them. Good-bye!”

BIBENDUM: “Good-bye!”

MICHELIN TYRE CO., LTD.,
81, Fulham Road, Chelsea, S.W.



LADIES' PAGE.

THE engagement of Mr. Lionel de Rothschild, M.P., to Mademoiselle Marie Louise Beer, of Paris, whose sister is already married to another of the family, recalls how numerous have been the intermarriages in this great house; a fact only of interest to anybody else because it is a striking lesson of the futility of State interference with marriage choice, such as is ardently advocated by the "Eugenists." Even the record in "Burke" of the marriages of successive generations of Rothschilds with those of their own blood is remarkable; yet it does not by any means tell the whole story, as when the bride is a cousin on the distaff side she naturally bears another name than Rothschild, yet is none the less a cousin. It is a very striking proof of the folly of such legislation as some of the United States have already adopted—so the "Eugenists" at their Congress proudly declared—prohibiting the marriage of cousins, as certain to lead to madness and all sorts of horrors in the descendants! The Rothschilds by their family intermarriages appear to have developed financial genius to its highest point; and as they have always been good kinsfolk, the wealth of the family has been increased by joint action in many lands, till it is beyond estimation. Lord Rosebery's two sons, of course, are Rothschilds on the mother's side, and it is a reminder that the name does not always disclose at once the relation with the family that Mr. Neil Primrose, Lord Rosebery's younger son, was left an independent fortune by his great-aunt, who was a Miss Cohen. Lady Battersea and the Hon. Mrs. Eliot Yorke are also daughters of the house of Rothschild.

With regard to the marriage of cousins, indeed, we have in England the most illustrious family in the land as a proof of the absurdity of setting a hard-and-fast rule against it, with the unbending harshness of a law to maintain an unproved theory. King George and Queen Mary are both descendants of King George III., though not first cousins; but Queen Victoria and her husband were first cousins, the children of a brother and sister, and all their nine children were born healthy and intelligent, and grew up to manhood and womanhood without a break in the family circle. This is not a common record. "The only thing I envy Queen Victoria is the rosy cheeks of Prince Alfred," wrote Lord John Russell to his wife; and Lady Lyttelton recorded that "the Queen was very proud because the little Prince is heavier than the keeper's child, who is exactly the same age." Of course, it does not follow from these instances that the marriage of cousins is specially, or usually, advisable, but surely it is clear that interference by law in this matter with private choice (which Darwin calls "Natural Selection") is not justified.

An amusing confirmation of the ancient Egyptian belief that the individual qualities of the parents are most likely to be transmitted to their children of the opposite sex, and then by them to the next generation in the converse way—that is to say, for example, that the son of a man's



SIMPLICITY IN MUSLIN.

Fine white muslin with loops and buttons in a delicate colour; black belt and coloured ribbon in fichu. Taffetas hat with wings.

daughter is most likely to inherit that grandfather's talents and tendencies—was cited at the Congress, not, indeed, about humanity, but about fowls. A paper read by Dr. Raymond Pearl, biologist of the Maine Experiment Station, U.S.A., gave his conclusions on the heredity of a hen's egg-laying talents, based on his observation of thirteen generations of fowls. He said that it was not possible to predict the egg-laying powers of a hen from the fecundity of her own immediate female parent, but that, nevertheless, there was certainly something of an inherited quality in a large production of eggs, and that finally he had formed the opinion that "a fertile hen transmitted her fecundity through her male progeny, by whom it was passed on to the hens of the next generation." Thus, then, it appears, does Nature keep a fair level of equality between the two sexes, and not allow either womanly or manly characteristics to dominate too completely; and thus also do we become aware of how probably absurd is the system of refusing to consider the son of a man's daughter as his own descendant, as is our present-day practice, in the succession to peerages and entailed property, and the like.

In the modern way of conferring honours, a man's own grandson is not allowed to inherit his title if he be his direct descendant through a daughter. In some recent cases a peerage has been conferred on a man to pass as a special grace to his own daughter, but even then its further inheritance is restricted to her "heirs male." In feudal and knightly times, this discrimination against direct descendants through daughters did not exist. Most of the old peerages were conferred to pass through "heirs general," and in the records of most of those now existing, that have a long pedigree, it will be seen that more than once in the line the title was inherited by a daughter, and by her passed on to her son, who was thus recognised as his grandfather's heir and blood relation. Nowadays, Peerages are generally conferred for "heirs male" only—so that a man's own grandson is deprived of his title, and of any property with which it is endowed, and these pass to a more distant relative, sometimes a very distant one—simply because we refuse to recognise descent through a daughter. It is ironical, indeed, if it is now to be proved, as seems likely, that the daughter's son is probably the true inheritor of his maternal grandfather's individual qualities.

There will be no news about the fashion of dress for the next few weeks, and there is no subject upon which attempts at forecasting and prophecy are more commonly disastrous blunders. An unusual event is the introduction at this period of what should be the summer of a novelty that will be suitable for autumn, and is only not out of place at this juncture because the weather is absurdly out of keeping with the date. This novelty is hats in a sort of close plush, known as "felt-velours," or "beaver felt"; they are shown in compact and useful shapes for windy weather, and are very slightly trimmed with a band and bow of ribbon, or a tiny wing. The brims, when upturned, are frequently faced with straw plait in a contrasting colour.

FILOMENA.

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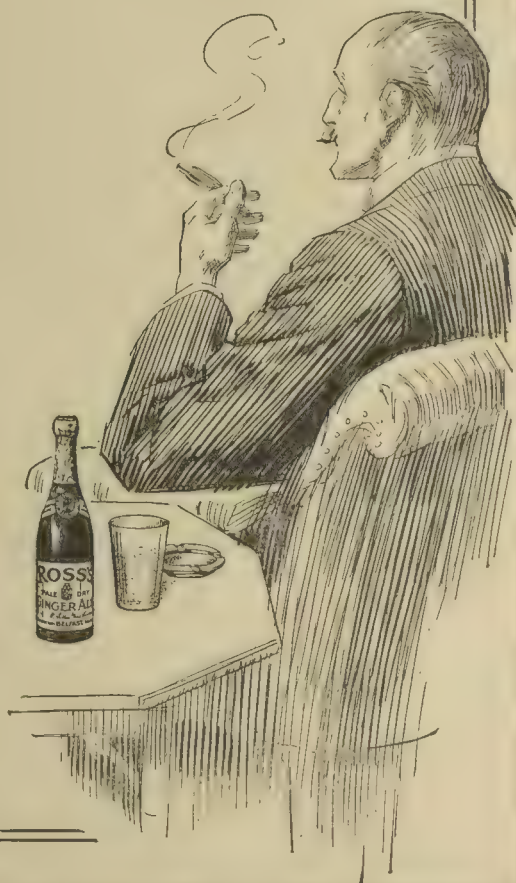
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22

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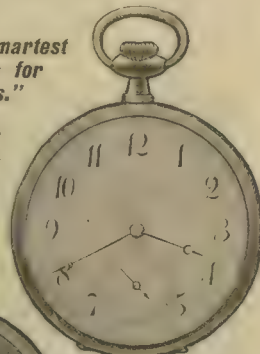
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WILLS AND BEQUESTS.

THE will and codicils of MR. FRANCIS WILLIAM GODFREY, of Tewkesbury, Gloucester, who died on April 5, have been proved, and the value of the estate sworn at £162,427. He gives £1000 to his wife and the income during widowhood from £25,000, or from one-half thereof should she again marry; £1000 to the local Wesleyan Methodist Chapel; £400 to the Tewkesbury Rural Hospital; £50 each to the Nursing Institution, and the Dispensary; many small legacies; and the residue to his son Francis William. The executors are to make provision for the support of his son Harold.

The will (dated March 18, 1909) of LIEUTENANT ROBERT CECIL NOEL ASHTON, late Royal Horse Guards, only son of the Countess of Scarbrough, of Broomhill, Sunningdale, who died on March 19, is proved by the Earl of Scarbrough, the value of the property amounting to £407,902. The testator gives £10,000 each to his aunts, Flora Hollway,

Violet Dunn Gardner, and Maud Dunn Gardner; £10,000 to his cousin Robert Hollway; £10,000 to his father's cousin Richard Potter; and the residue in trust for his sister for life and then for her eldest son.

The will of Mrs. LOUISA DARELL BROWN, of 4, Queen's Mansions, Victoria Street, S.W., and White Rock House, Hastings, who died on May 29, is proved, and the value of the estate sworn at £190,744. The testatrix gives £20,000 and her interest in the Sociedad Especial Minera La Sabina to her husband; £2000 each to the Rev. Ernest William Brown and Jessie Buchanan; £1000 each to Henry Forbes Darell Brown and the Rev. Otway D. Brown; £4000 each to Mary Louisa Seaton and Hester Mary McD. G. Buchanan; £5000 to the daughters of Mrs. Edith Farleton; and other legacies. The residue she leaves to her husband for life, and then £12,000 is to be paid to St. Catherine's Clun Valley Cottage Hospital; £5000 to Henry Forbes Darell Brown; £500 to the East Sussex Hospital; £500 to the Homœopathic Hospital; £500 to the National Benevolent Institution; £500 to the Governesses' Institution; and the ultimate residue as to one-sixth each to the children of the Rev. Lionel Edward Darell Brown, Edith Farleton, Florence E. Graham Clarke, Ernest Wm. Brown, Eugenie Seaton, and Jessie Buchanan.

The will (dated May 13, 1908) of SIR BOSDIN THOMAS LELCH, of Oak Mount, Timperley, Chester, "Father" of the Manchester City Council, who died on April 16, is proved by two of his sons, the value of the property being £132,922. The testator gives £8000 in trust for his daughter Rachel Ellis Fraser; £500 each to his sons, Arthur John and William Booth; an annuity of £50 each to his sister Marie, and to his old governess Ida Storer; £100 each to the Christie Cancer Hospital, the District Provident and Charity Organisation Society of Manchester and Salford, the Home for Epileptics at Sandlebridge, and the Manchester and Salford Street Children's Mission; and the residue in trust for his sons.

The will (dated Aug. 15, 1901) of MR. GEORGE PETERS PRICE, of Tandridge House, Surbiton, and the Stock Exchange, who died on June 19,



LOYAL CRICKLEWOOD'S MONUMENT: THE NEW CORONATION MEMORIAL CLOCK.

As handsome and attractive as it will prove useful is the clock-tower to commemorate the Coronation of H.M. King George V., that has recently been erected on Cricklewood Broadway at the corner of Anson Road. The clock is by the great City firm of J. W. Benson, Ltd., of Ludgate Hill, and has four illuminated dials, each 3 feet in diameter. The tower itself stands 25 feet high, and affixed to its base is a plate bearing this inscription: "To commemorate the Coronation of His Majesty King George V., this clock was presented to the Willesden Urban District Council for the use of the public by Dr. J. J. Ackworth, A.D. 1911."

is proved, and the value of the property sworn at £82,331. The testator gives £5000, property at Oxted, and all real estate to his son Charles William; £2000, and £4000 for the purchase of an annuity, to his daughter, 100 guineas to William Edward Price; £300, and during widowhood, the income from £5000 to his daughter-in-law Ada; legacies to servants; and the residue to his son and daughter.

The following are the words of perhaps the most distinguished of the thousand and more victims of the lost *Titanic*: "It seems but a little thing, a pencil—a strip of blacklead enclosed in an envelope of wood. But every Hardtmuth pencil represents the concentrated essence of the highly trained of three generations of workers." So wrote the late Mr. W. T. Stead. Now the firm are marketing a new penny pencil—the "Alpha," which, they claim, is the best of its kind in vogue, and just the thing for schools and offices, possessing as it does a pleasant, smooth touch, and marked durability.



A RESULT OF A QUEEN'S LOSS OF TEMPER: THE "FOOTSTOOL CHURCH," WESTMINSTER.

One of the curiosities of London, both to look at from outside and for its traditional story, is St. John's Church, South Square, Westminster. According to one tradition—there are several variants—the extraordinary shape of the building, whence it gets its popular name, the "Footstool Church," was due to a Queen's—"good Queen Anne"—having lost her temper one day. The story was told the other day by Mr. Raymond Unwin. The architect, he said, was understood to have worried Queen Anne about details of the design. Her Majesty, at length losing patience, kicked her footstool over, and replied in anger finally: "Build it like that." The architect fulfilled the royal wishes, and the church was built as it stands to-day, with the corners protruding upwards like the four legs of a capsized footstool.

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
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1st PRIZE £5 5s.; 2nd PRIZE £2 2s.; 3rd PRIZE £1 1s.;
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(1) Original suggestions for an advertisement of their well-known Soap; or of
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Each model must display in a prominent position a tablet or box of WRIGHT'S COAL TAR SOAP, and the proprietors reserve to themselves the right of purchasing any photographs for the purposes of reproduction. It should be understood that no importance will be attached to the quality of the actual photograph—it is the work on the sands which will count.

Each Photograph must bear on the back the name of the place at which it was taken, and the date, as well as the name, address, and age of the child who did the modelling, and must be sent addressed "Sands," Wright's Coal Tar Soap, 66-68, Park Street, Southwark, S.E., to arrive not later than September 30th. Any competitor who desires the photograph to be returned must enclose a stamped addressed envelope for the purpose.

In awarding the Prizes, the Advertising Manager's decision will be final, and the result will be advertised in "The Daily Mail" of October 22nd.

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Its cooling and thirst-quenching qualities, as well as its nourishing value, commend it to Athletes, Sportsmen, Golfers, Tennis-Players, Cricketers, &c.

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Of all Chemists and Stores in Sterilised Glass Bottles, at 1/6, 2/6, and 11/-

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This world-famous preparation quickly removes sunburn, tan, freckles, redness, roughness, cutaneous eruptions, and other disorders of the skin. It protects it from the injurious effects of cold winds and hard water, and will keep the skin in perfect condition all the year round. Perhaps you know how unpleasant it is to suffer from these skin troubles—but whether you do or not, you should always have a bottle of Rowland's Kalydor handy, and use it night and morning. Get it from your chemist. Rowland & Sons, 67, Hatton Garden, London, E.C. Sold by stores and chemists. Ask for Rowland's Kalydor, of 67, Hatton Garden, London, and avoid spurious imitations.

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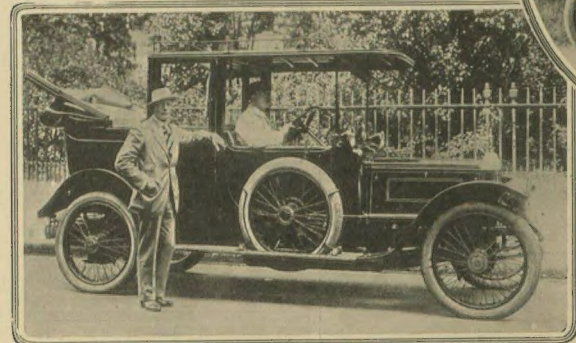
No Hope of Cheaper Fuel.

I should say that by this time the Petrol Committee which, representing all the motoring interests, is sitting to investigate the problems connected with the present high price of motor fuel, must, speaking colloquially, realise that they are "up against it." To do the Committee justice, however, I am inclined to think that they knew this before they began their labours, but popular outcry was so loud when the transport strike was at its height and unscrupulous dealers charged us just what they listed for our petrol, that the hands of the motorists' organisations were forced and they were compelled

distributing petrol in this country. It has passed a formal resolution, recommending that barges propelled by internal-combustion engines, capable of carrying a thousand tons of spirit, should be allowed to navigate the Thames as far up as practicable. That, however, is rather a matter of local interest, so we may pass it over without discussion. What the motorist at large is mostly concerned with is the work of the Committee in its relation to the cost of petrol to the consumer.

The Attitude of the Trusts.

So far as this aspect of the matter is concerned, I cannot make the attitude of the Trusts clearer than by extracting from the minutes of evidence one or two samples of what Sir Henry Norman described as the indifference to, if not contempt-of,



A CAR LONDONERS WILL SOON KNOW WELL: MR. LEWIS WALLER'S NEW 38-H.P. DAIMLER.

Mr. Lewis Waller, the well-known actor, has just become the possessor of this handsome-looking and very comfortably fitted 38-h.p. Daimler "Elford" type landaulette car. Mr. Waller will be quickly recognised standing beside it.

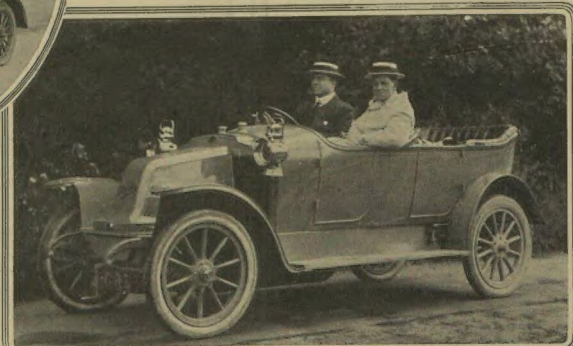
to undertake what they knew to be a work of futility. Five meetings of the Committee have now been held, and its first interim report has just been issued. It has taken voluminous evidence—the minutes run to twenty-six foolscap pages of small print—and so far as I can see, the only concrete information that has been successfully elicited is that the monopolists intend to squeeze out the uttermost farthing from the petrol-using public.

Quoting from the Report, we learn that the activities of the Committee up to the present have been mainly spent in investigating the methods of handling and



A CAR TO ENVY THE POSSESSOR OF: A 25-H.P. SHEPPEE STEAM-CAR ON THE ROAD.

A car which has found a large number of admirers is the 25-h.p. Sheppee steam-car, one of the nicest turn-outs of the Sheppee Motor Company, shown in a three-quarters front view with hood up.



READY FOR ANY DEMANDS ON IT: A 14-H.P. HURTLER CAR, OUT ON A COUNTRY SPIN.

Workmanlike and trim in appearance is this smart and speedy-looking, neat grey Hurler 14-h.p. car, ideal for traversing long distances at speed. We see it on a country trip with two passengers, halted for a moment outside Bentley Priory.

the public interest displayed by one of the chief witnesses, a representative of one of the two largest of the petroleum companies. The question was put by Mr. Joynson Hicks, M.P.: "You cannot give us any help in our desire to get our petrol cheaper, and you make no suggestion to help us at all?" The reply was: "No. I think you are getting your petrol quite cheap enough." Farther on, in reply to a question from Sir Henry Norman, M.P., the same witness said: "You are wasting your time in the vain hope of getting a lower price." Whatever we may think of the methods of trusts and monopolies generally, I think we should be

(Continued overleaf.)

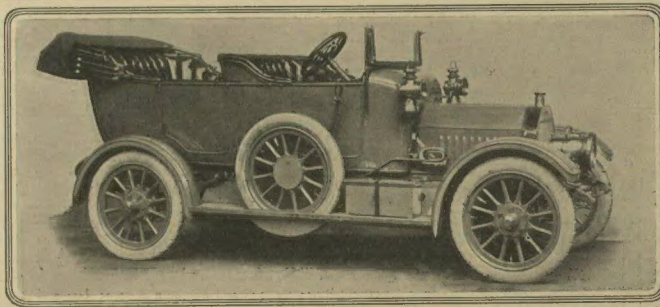
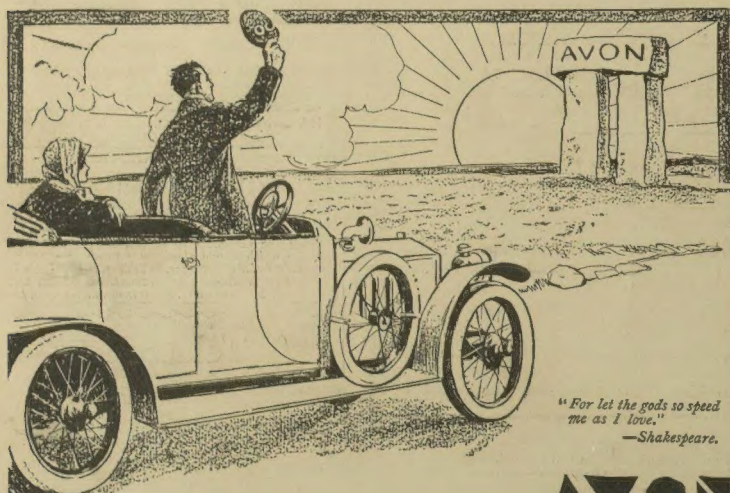


Photo. Appleby.

AS GOOD AS IT LOOKS, EVERY BIT OF IT: ONE OF THE SWIFT 12-H.P. FOUR-CYLINDER CARS.

Attractive and excellent are the new Swift 12-h.p. four-cylinder cars, of which we show one here, worthy in all points of the reputation of the firm that produces them. Also, the whole of the chassis and body is produced by the Chylesmore factory of the Swift Motor Car Company of Coventry.



"For let the gods so speed me as I love."
—Shakespeare.



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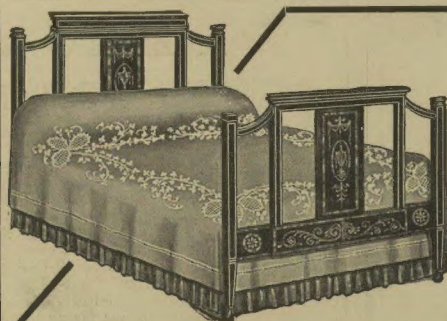
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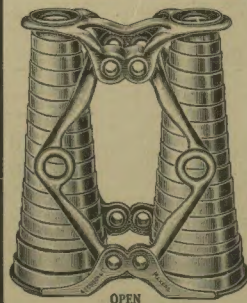
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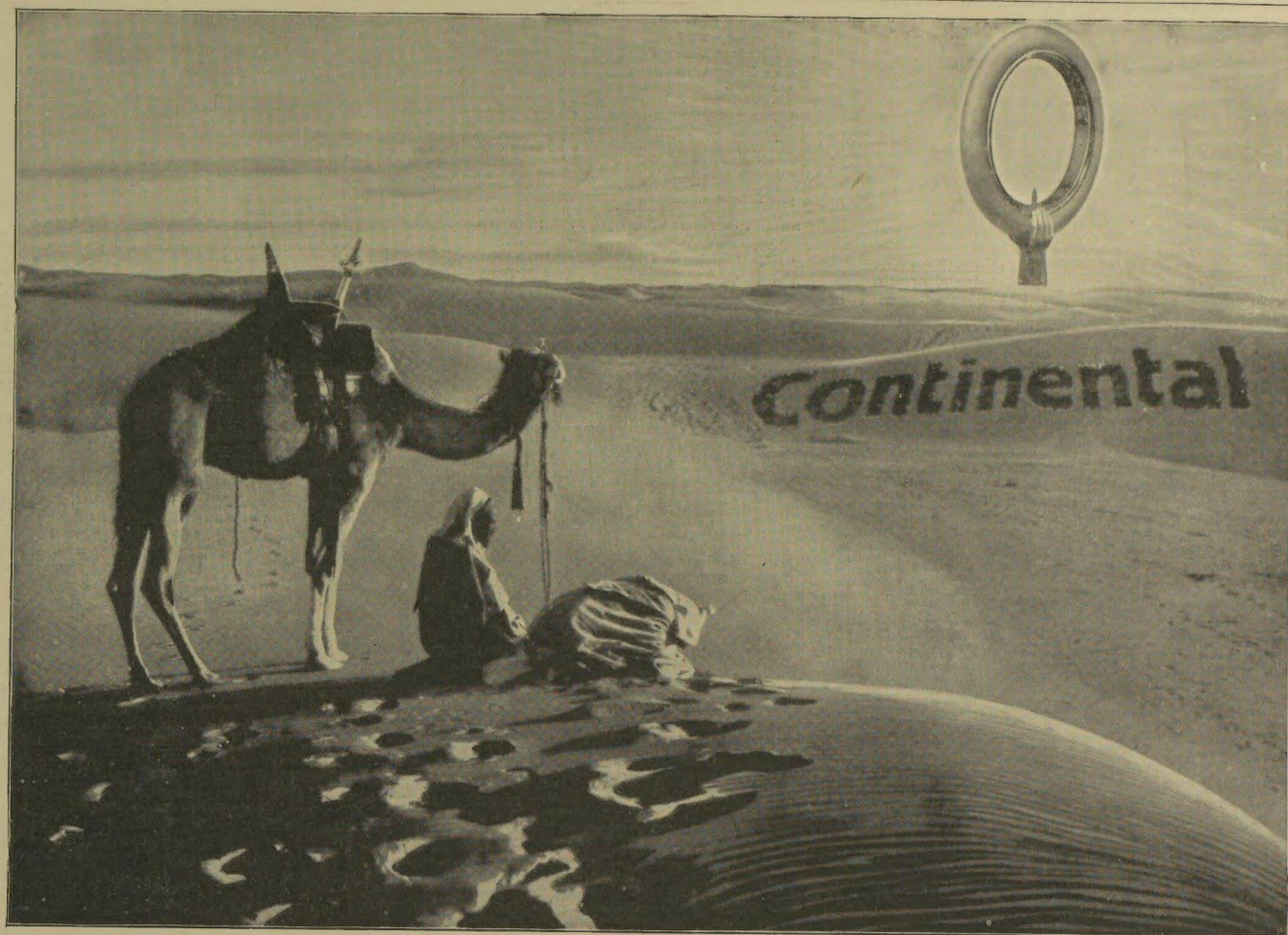
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OF ALL HAIRDRESSERS.

Continued.)
grateful to this witness for his brutal candour. We do, at least, know where we are, and if the Committee sees it in that light, it can now pass on to the more useful work of investigating the possibilities of an alternative to petrol as a motor fuel.

There is another point which arose out of the evidence of the petrol companies' representatives. Mr. Joynson Hicks asked: "May I take it from you that, supposing a large number of private consumers were to affiliate together, that you would sell them five million gallons a year at wholesale prices?" The uncompromising reply was: "No. You may take it that we should support the dealer." At a subsequent sitting, the representative of the Anglo-American Oil Company was asked substantially the same question, and though his answer was not expressed in the same emphatic terms, the meaning was, nevertheless, quite as clear. Later on, Mr. Edge asked questions about the second-grade spirit with a view to elucidating what would happen if the demand for it increased. The reply was: "Our plan would be to put up the second-grade spirit." So now we know.

Where is the Remedy? Now that the position of the monopolist versus the consumer is made quite clear to us, the question we must all ask ourselves is that which heads this paragraph. We are absolutely in the hands of the trusts, who tell us frankly that we shall pay them exactly what they like to charge us. I am not going to argue as to the morality of trust methods, partly because I am cynical enough to believe that we should all of us do likewise if only we were fortunate enough to control the supply. The proposition is purely one of business—someone else owns an article which I need or desire, and he puts the highest price upon it he thinks I will pay. And I do not know that I really blame him. What I have to do is to cast about for an alternative, so that I may be altogether independent of his article or, by setting one against the other, bring him to a more reasonable way of thinking. That is what the motorist, collectively, has to do now, and he looks to the Petrol Committee to give him the lead. That lead, I believe, lies in the direction of alcohol, always alcohol.

Electric Lighting for the Car. I had an opportunity given to me the other night of seeing for myself the efficiency of the C.A.V. system of electric car-lighting. I scarcely need point out that electric-lighting possesses advantages all its own. There is no messing with dirty generators or paraffin lamps; no getting out of the car to stand ankle-deep in mud, vainly trying to get a refractory lamp to burn—nothing to do but switch on and watch the effect. And what an effect it is! I have had a good deal of experience of night-motoring, behind lamps good and bad, but I certainly have never driven with darkness turned to day quite as the C.A.V. set accomplishes the feat—not even acetylene does it as well, while for convenience there is simply no comparison. W. WHITTALL.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

H STOCKLEY (Leyton).—We have gone over the game very carefully, and can find no error in the score as printed. We are exceedingly curious to know how you propose that Black shall mate in two moves after White's twenty-eighth move. As far as we can see, there is no semblance of a mate in fifty moves.

J C GEMMELL (Lissimouth).—We are sorry we cannot tell you the use of the Pawn in question. The composer, no doubt, had good reason for its employment.

E C J (Kensington).—We cannot annotate every move and explain why it is made in preference to something else; the authority of the players must content you in such cases.

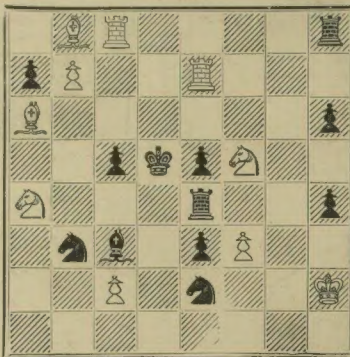
MOHENDRA DEL BORMIA (Agartala, East Bengal).—Write to the paper, and mark the envelope "Chess." We shall have pleasure in acknowledging your solutions in the solvers' list at all times.

SOLUTION OF PROBLEM NO. 3558.—BY F. R. GITTINS.

WHITE.
1. Kt to Q 3rd
2. B to K 3rd (ch)
3. Q to R 4th (mate)
If Black play 1. P to K 6th, 2. R to K 4th (ch); 3. R to K 3rd (ch); and 4. P to K 7th, 5. R to K 4th (ch), and Q mates.

PROBLEM NO. 3561.—BY R. G. THOMSON.

BLACK.



WHITE.

White to play, and mate in two moves.

The above striking problem was awarded first prize in the Chess Amateur two-move problem tournament. The judge, Mr. E. J. Winter-Wood, speaks highly of the quality of the problems contributed, and he had evidently a laborious task in arriving at a decision.

CORRECT SOLUTIONS OF PROBLEM NO. 3553 received from W H A Whitworth (Coorg, India), C A M (Penang), and Theo Marzials (Colyton); of No. 3554 from N H Greenway (San Francisco); of No. 3555 from N Bacon (Chicago, U.S.A.), H H Greenway, J W Beatty (Toronto), J Murray (Quebec), and H A Selter (Denver, Colorado, U.S.A.); of No. 3556 from H A Selter, C Field junior (Athol, Mass., U.S.A.), J W Beatty, C Barretto (Madrid), and J Murray; of No. 3557 from J B Camara (Madeira), C Barretto, J Verrall (Ridmell), A M Sparke, J D Tucker (Ilkley), Theo Marzials, E P Stephenson, F W Atkinson (Crowthorne), and Captain Challice (Great Yarmouth); of No. 3558 from

A M Sparke, J E Gemmell (Lissimouth), J E Lelliott (Forest Gate), Captain Challice, J Gamble (Belfast), J Deering, J Schlu (Vienna), and R Murphy (Westford).

CORRECT SOLUTIONS OF PROBLEM NO. 3559 received from L Schlu, W H Taylor (Westcliff-on-Sea), John Izatt, J Deering (Wicklow), W West (Dorchester), G Stillingfleet Johnson (Seaford), C Underwood, R G Nicolls (Willesden), E C J (Kensington), J Green (Boulogne), J Churcher (Southampton), J Fowler, W Winter (Medstead), J E Gemmell, A M Sparke, H S Brandreth (Weybridge), R Worters (Camberbury), Rev. J Christie (Redcliffe), J E Lelliott, A W Hamilton Gell (Winslade), J Gamble, H Grassett Baldwin (Nairn), J Cohn (Berlin), and J Smith (Hackney).

CHESS IN LONDON.

Game played in the Championship Tournament of the City of London Chess Club, between Messrs. W. E. ALNUTT and S. WOOD.

(Ruy Lopez.)

WHITE (Mr. A.)	BLACK (Mr. W.)	WHITE (Mr. A.)	BLACK (Mr. W.)
1. P to K 4th	P to K 4th	12. P to Q 3rd	B to K 3rd
2. Kt to K B 3rd	Kt to Q B 3rd	13. Castles K R	B to K 3rd
3. B to Kt 5th	P to Kt 3rd	14. P to B 4th	P to B 4th
4. P to Q 4th	P takes P	15. Q R to K sq	Q to B 3rd
5. B to Kt 5th	B to K 2nd	16. Kt to Q 5th	Q to B 2nd
6. B takes B	Kt takes B	17. B to B 4th	K to K 2nd
7. Kt takes P	Kt takes Kt		
8. Q takes Kt	Castles		
9. Kt to Q B 3rd	Kt to B 3rd		
10. Q to Q sq	P to Kt 5th		
11. Q to Q 2nd	Kt to Q 3rd		

Black has the inferior game owing to faulty development, but this is a pure oversight, and the disaster it involves is complete.

18. Kt takes Kt (ch) Resigns

Wiesbaden is at its gayest just now, and the Spa authorities are leaving nothing undone to make the stay of visitors as pleasant and agreeable as possible. Wiesbaden, of course, has the reputation of being the premier health and pleasure resort of the Fatherland. All who want a good time there should send for this month's programme to the Official Inquiry Bureau, 23, Old Jewry, E.C. At the Kurhaus, the life-centre of the place, there are garden fêtes, illuminations, balloon ascents by "Miss Polly," and the orchestra plays twice a day. Excursions by steamer down the Rhine to Bingen, with supper and dancing on board, are other attractions; also coach trips in the beautiful Taunus Valley, and motor-car runs to view famous castles on the Rhine and Lahn.

"Squish" is what Cambridge men call the marmalade of their breakfast-tables, and possibly that appellation may answer for the sort collegians by the Cam affect. At Oxford, though, they go one better. Oxonians have a marmalade of their very own, which at least is more than the Cantabs can say. Mr. Frank Cooper, whose *chef-d'œuvre* is the widely appreciated "Oxford" marmalade—among other dainties and fruit delicacies he is the maker of—took some of his admirers into his confidence the other day sufficiently by showing a party of them round his model factory at Oxford, proving to the satisfaction of all that his products have the prime essentials of all edible manufactures—absolute purity of materials and perfect cleanliness of preparation. His "Oxford" marmalade has just won for Mr. Cooper the King's Royal Warrant of Appointment; and one of his treasured diplomas is a letter from Captain Scott, written from his winter quarters at Cape Evans, vouching for the excellence of quality of the goods supplied by the Oxford model factory, which have been a stand-by throughout the Antarctic expedition.

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